CYCLE NEWS®

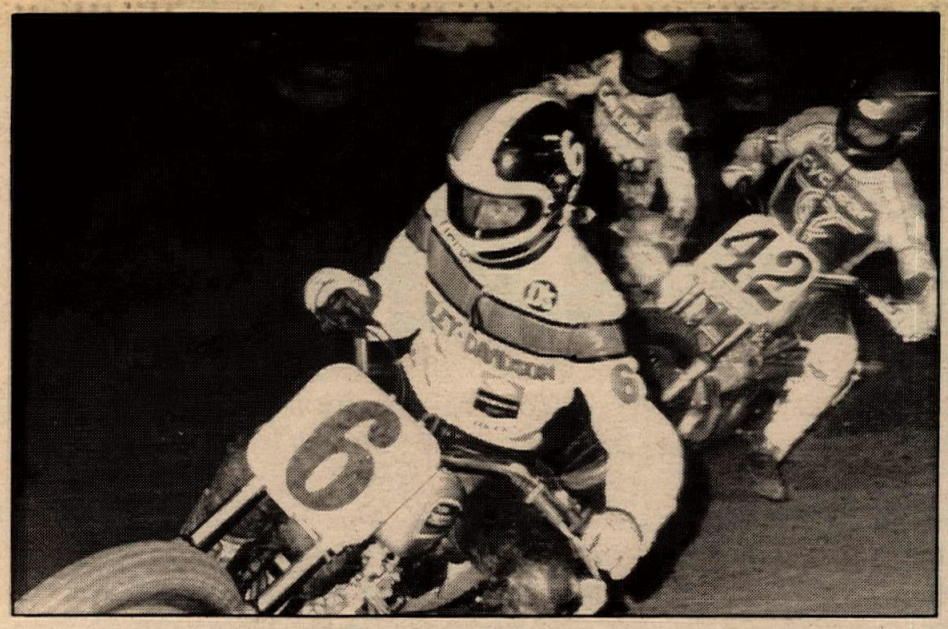
WEST Volume XIX : Number 18 : May 19, 1982 85¢

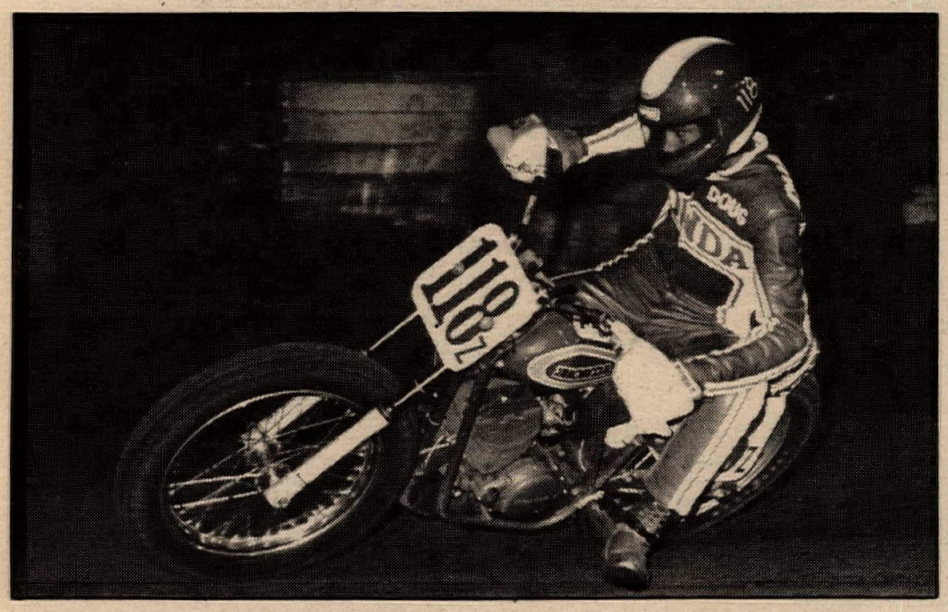
Rick Johnson
The Too Hipp kid

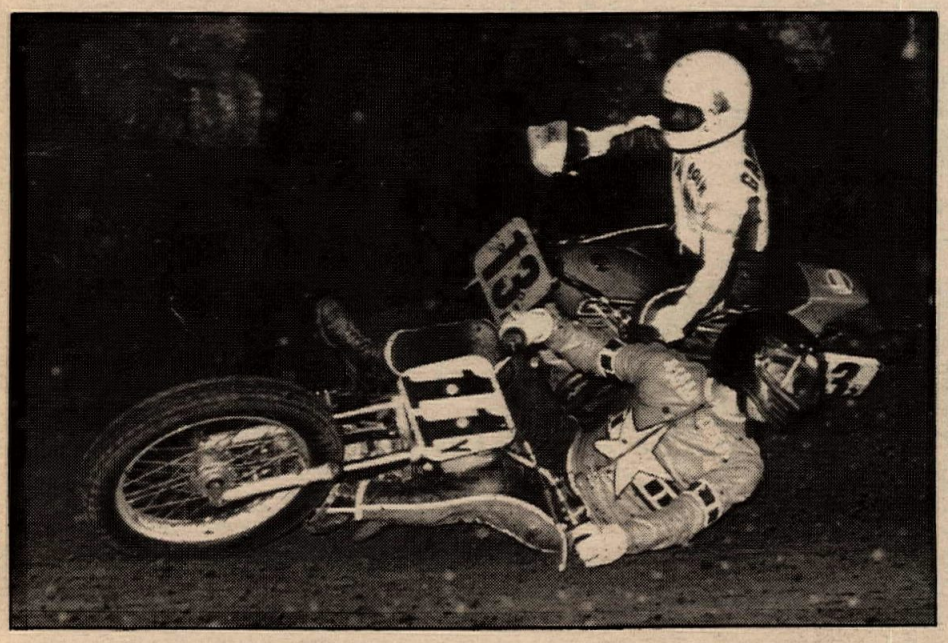
Ascot Nat'l Half Mile

Austrian RRGP

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER







(Top to bottom) Randy Goss leads Steve Morehead (42) and Ted Boody. Doug Chandler remained undefeated in Novice mains at Ascot. Derek Land grabs a quick peek at oncoming traffic in a Junior semi.

Morehead squeaks last turn Ascot win over Goss

By Maureen Lee
Photos by Dan Mahony

GARDENA, CA, MAY 8

Steve Morehead showed the crowd and the field the fine art of flat tracking as he won the main event with a last-lap pass over Randy Goss in the last regular Ascot half mile for

Early in the evening, fans had thought they would get to see Team Honda in all their glory with both Mike Kidd and Scott Pearson lining up for time trials. Pearson went on to ride the evening out, but Kidd, after trialing himself to third fastest time, didn't come out again. Ted Boody was quickest at 22.50.

Boody ran off with the first heat, too, followed by Steve Oort, Scott Adams and Sal Hoffman. On the final two laps it was still Boody and Oort with Hoffman and Danny Perkins, who'd done one of his come-from-behind rides, drag racing for the finish line. It had been quite a charge by Perkins, and by official decision he got third over Hoffman.

Randy Goss got one of his fantastic starts in the next heat, with Steve Morehead, Brad Hurst and Rod Sullivan after him. First lap, it was Goss and Morehead coming out of four and down the chute side by side. Goss eventually got the front spot, but he couldn't get rid of Morehead who was trying him hard, and the heat finished with those four being the transfers.

The Expert semi was restarted when they got all shaggy on the line and left in a mob instead of a clean start. This time it was Scott Pearson on the factory Honda hauling off for turn one first, and oh boy, did he hang onto that first spot, all the way to the end.

The Trophy Dash was Boody and Goss, then Sal Hoffman and Steve Morehead replacing Kidd and Hurst. Hoffman went down in turn one and stayed down until the red flag came out, and he got his restart. Away they went again with Boody gaining the edge, but Goss was out on the outside and blasted away into the lead, never to lose it. He looked very happy receiving the *Cycle News West* trophy from charming Karen Carroll, the trophy girl of the evening.

Now for that terrific main. Goss got the grip on the lead, tailed by Morehead and Boody going at it, then Scott Pearson and Steve Oort. Boody was really working on Morehead for a while, and it was what the fans pay to see. Slowly, the three of them pulled ahead of Pearson, then came another group of Scott Adams, Steve Hall and Danny Perkins who were having a great time of it swapping positions around.

Up front, though, was where the most eyes were glued. We had a feeling early on that Goss was in trouble when he couldn't shake Morehead, in spite of the announcer who had Goss pegged for a while. Randy is great at getting rid of persistent opposition on his rear wheel, but he couldn't get rid of Steve and obviously wished for another set of eyes in his head.

Morehead was showing all how strategy works, and he's one of the most thinking riders on the circuit. He'd probe to the left, then to the right so Goss was never too sure from where the attack was coming.

Boody and Pearson were still going strong, too, as were the big group behind. Scott Adams had the lead of that gang, but he was to lose it at the end to Steve Hall.

The white flag came out, and now was the time. Goss shot for the south turn, and there was Morehead setting him up to take full advantage of coming out of two...it worked, and Steve took over the lead as they flew around for the checkered flag. What a finish! Morehead deserved all the praise he got, for Goss, to finish just behind in a duel like that, should carry no remorse, except perhaps in the financial payoff.

The Junior heats were hairy (what else?). Lots of 'em and only two transfers out of each heat. Pete Hames won the first over Bobby Garrison. Randy Green grabbed the early lead of the second heat but lost it to Scott Podergois, but coming up through the pack and passing all and sundry was Barry Pelkey on that great little Can-Am. The flag fell with Podergois (H-D), Green (Hon) and Pelkey coming out of turn four three abreast, with Scott and Randy becoming the two transfers.

Another cliff-hanger in the last heat. Don Howard lost the lead a couple of times to Rob Ely, then up came Derek Land — by Bud Carroll — to land in third and fight with Ely for second. By the end, Don Howard was comfortably out front in what was the fastest heat, but the officials had to decide on the line who pipped who for second spot, and it went to Land over Ely...it was awfully close!

The semi caused heart failure in many. Opening lap, the pack was coming through the north turn, someone bumped Steve Karsten and for long moments Karsten literally wrestled with his Harley like a bull dogger on a steer until he got tossed off over the bars high, wide and handsome and came down hard, but rolling. He and the Harley were burised a bit and retired for the evening, friends got their nerves under control, and the alternate, David Rosa, got a great start.

It was Bud Carroll's race, though; he just got out front and put some space between himself and Randy Green. Then came Rob Ely and Bill McDonnell with those two being very close at the finish flag.

Pete Hames took the lead in the semi, but Randy Green and Bill McConnell went down coming out of turn two, and it was a restart. This time, Derek Land got off, but he was free and clear, and the race continued. Don Howard led, then Scott Podergois, Derek Land and Bud Carroll. Hames was right with them, but pulled in early with mechanical woes as had Tommy Walton in a heat.

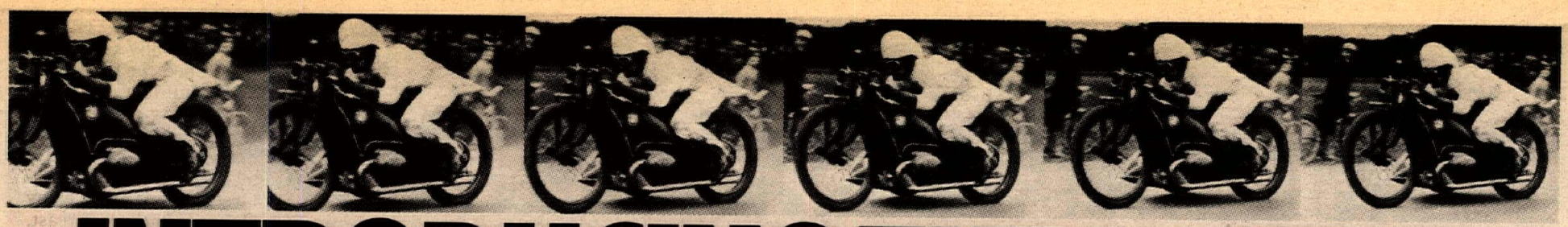
Howard had no real challenger, and although Podergois worked up a bit, as did Derek Land, they didn't get into the action they'd had in the heats.

Doug Chandler just went from outside of row one to the inside start of the Novice main, and that was it. He was flying. Dan Bennett went out with engine woes, and the fight was on for third and second between Robert Land and Darren Hulbert. Joe Knight had fourth, then came Jim Toews.

Land and Knight had a terrific battle going, handlebar to handlebar at times, but on the last lap something happened coming out of two. Contact was made, and Robert Land dropped back abruptly, losing the drive he had and ending up fifth overall as the other chargers streamed by. Chandler had his well ridden win, then Hulbert, Towes and Land. The ambulance moved for Land, who came around after the flag and flopped down on the edge of the track reporting a hurt leg, but we couldn't confirm any real damage after the race.

The best of the Novice heats had been the third and fastest when Doug Chandler and Joe Knight had swapped the lead back and forth a while. Between them they were three seconds faster than the second quickest heat, and with that, Chandler finishes the Ascot season beaten only once in the heats and unbeatable in the main events.

AMA Professional racing will return to Ascot late in the season, so for now you can keep yourselves in shape and learn that track surface by riding CMC on Thursday nights. See you there! •



INTRODUCING THE LATEST HEIR TO 59 YEARS OF GERMAN ENGINEERING.

While the fine lines and sculpted features of most sport bikes spring from the drawing tables of stylists, those of the BMW R65LS had a different birthplace.

The drafting tables of German engineers.

As a result, they are the recipients of the same pragmatic consideration and evolutionary refinement as the legendary engine that powers this 650cc machine.

The shapely sport fairing, for example, provides much more than cosmetic appeal. It helps reduce front-wheel lift by over 30%.

The LS handlebars are low, compact, and help to provide a seating position that "is sporting in a way that Japanese bikes, even with red paint, have not discovered" (Cycle World). (High bars are also available.)

The bike's slender tail, artful as it too appears, was created in one of the most aesthetically indifferent environments known to man: the massive BMW wind tunnel in Ismaning, Germany.

Even the wheels of the LS possess a beauty that goes far deeper than their gleaming enamel. Each rim section is made of a highly rigid aluminum alloy; each hub and spoke assembly is separately cast from a far more elastic aluminum alloy to provide added flexibility. And then everything–hubs, spokes and rims–is cast as a single unit. Culminating in an exceedingly resilient "composite" wheel that not only helps increase handling prowess but decreases unsprung weight.

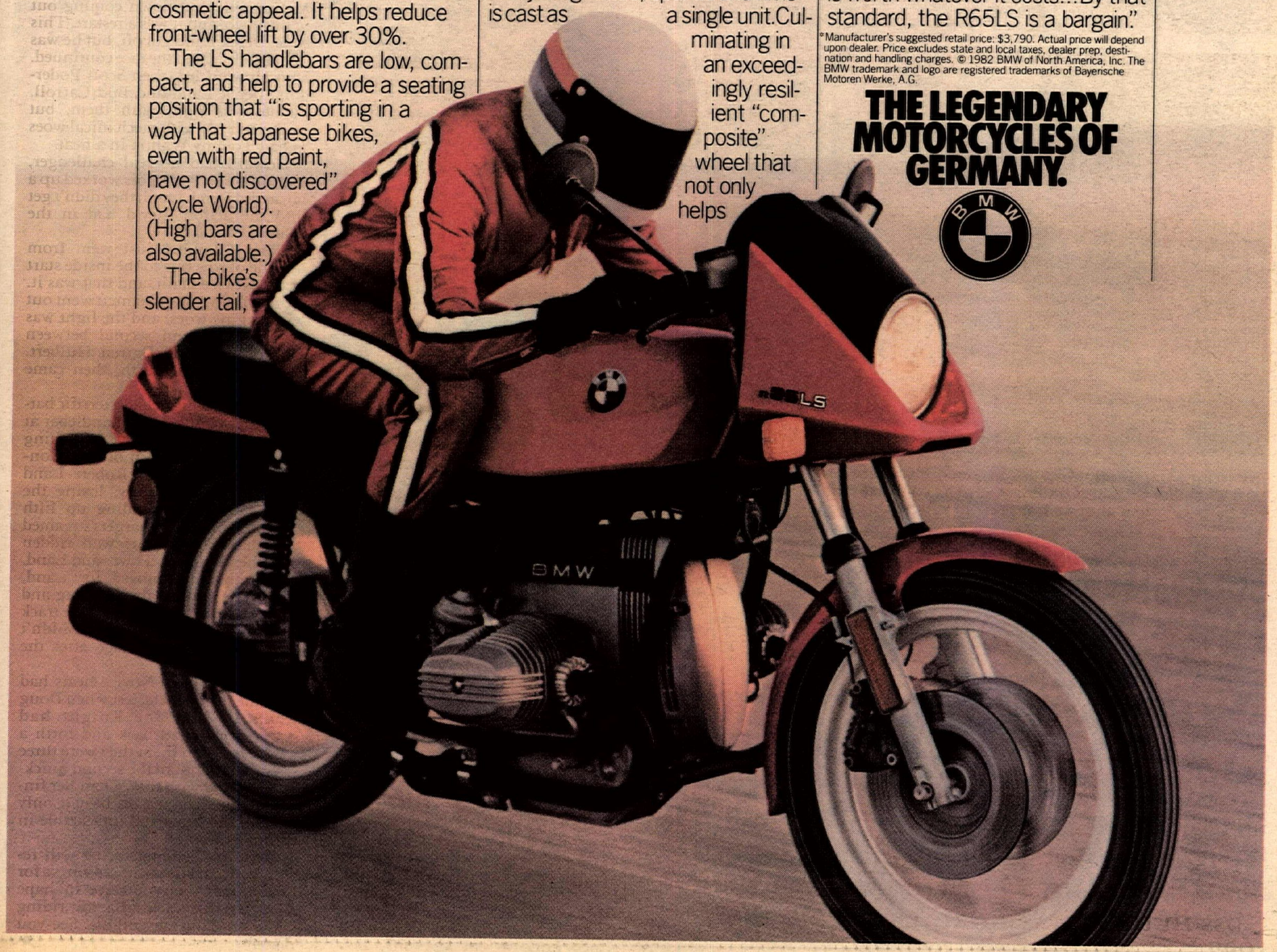
In the end, the BMW R65LS is one sports bike whose graceful lines do not serve as camouflage for weak engineering. For it is a machine as adept at slicing through the wind and rounding corners as it is at turning heads.

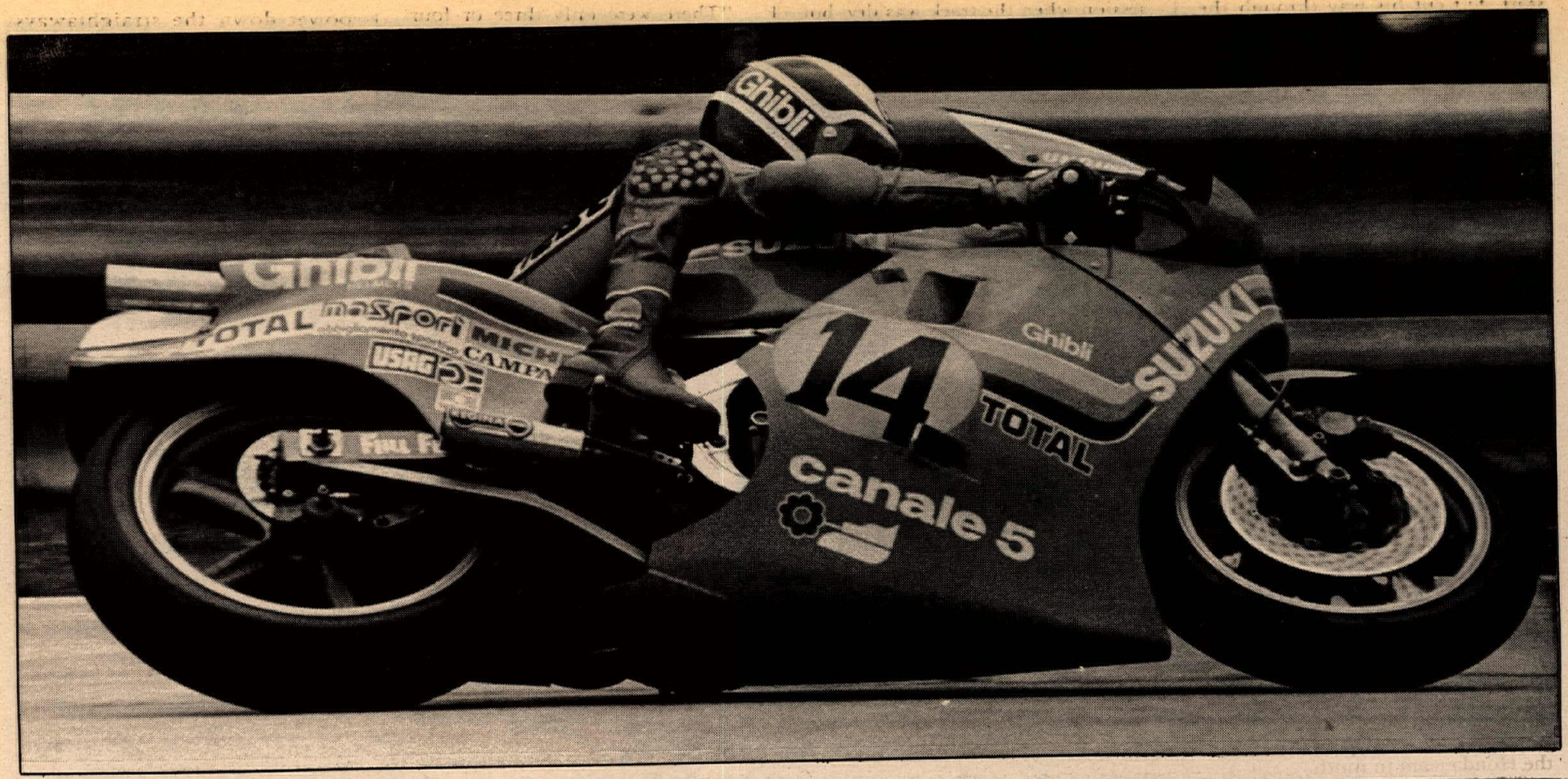
Its price? A lofty $3,790.*

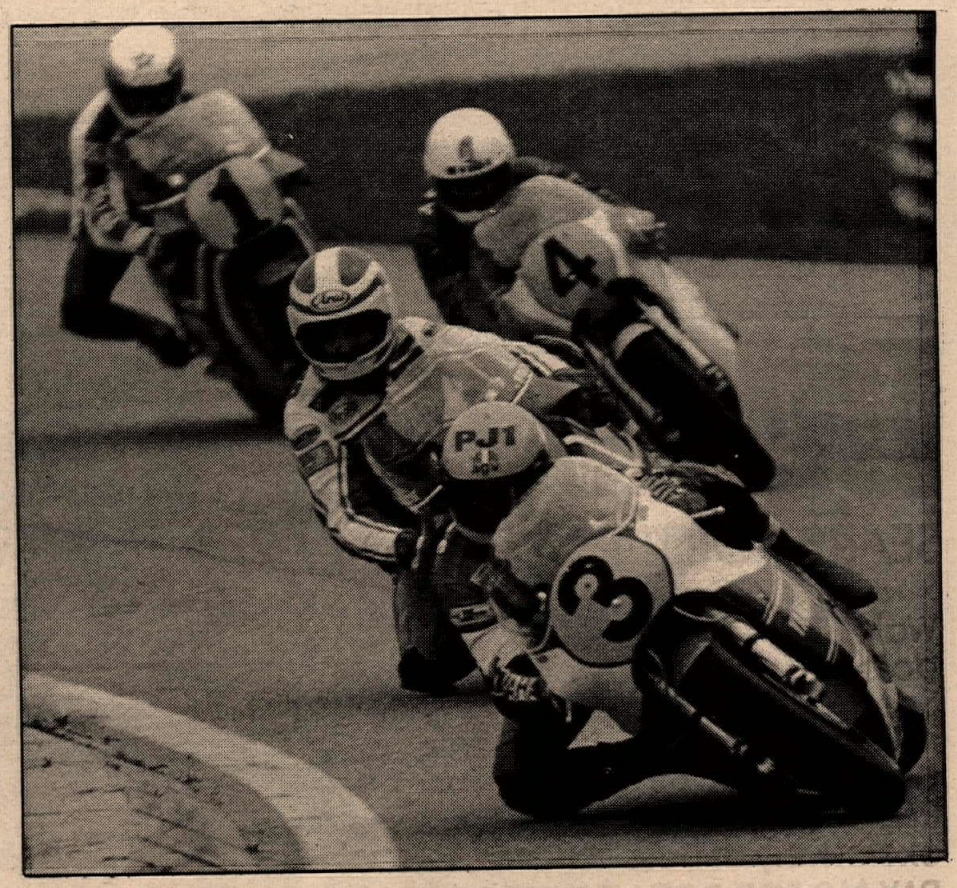
But as a motorcycle columnist of AutoWeek observed, "a bad motorcycle is worthless; a good motorcycle is worth whatever it costs... By that standard, the R65LS is a bargain."

*Manufacturer's suggested retail price: $3,790. Actual price will depend upon dealer. Price excludes state and local taxes, dealer prep, destination and handling charges. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A.G.

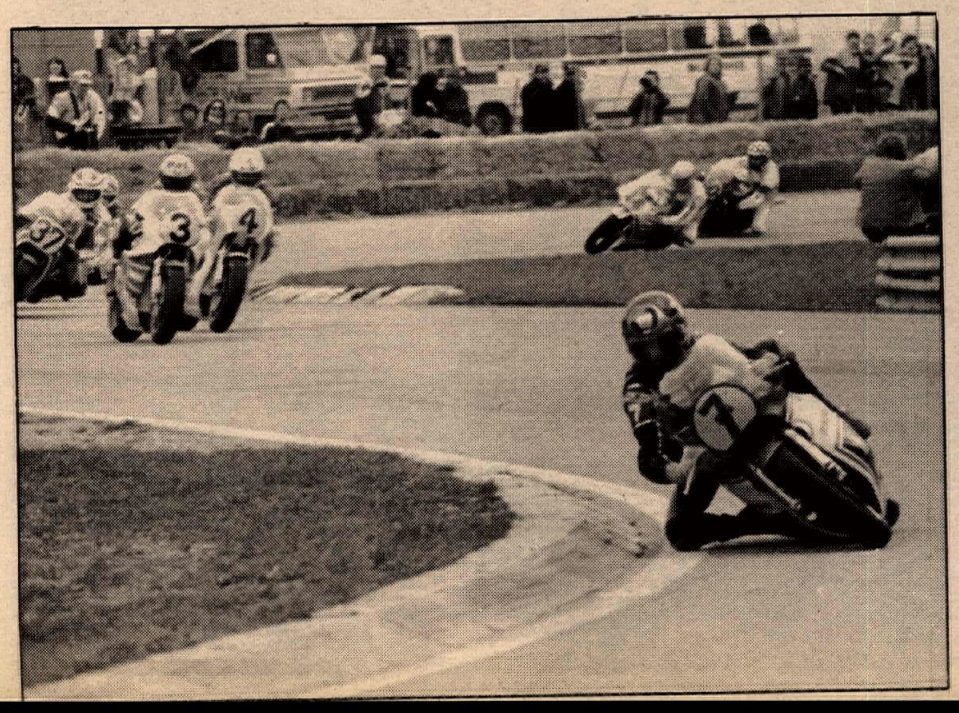
THE LEGENDARY MOTORCYCLES OF GERMANY.







(Top) Franco Uncini scored his first GP win. (Above left) Injured, Randy Mamola placed seventh. (Above right) Kenny Roberts leads Freddie Spencer (37), Graeme Crosby (4) and Marco Lucchinelli. (Below) Early leader Barry Sheene (7) slowed after seven laps.



World Championship Road Race Series: Round 2

Uncini wins Austrian GP, Roberts debuts Yamaha V-4

By Henny Ray Abrams

SALZBURG, AUSTRIA, MAY 2

Italy's Franco Uncini stole the spotlight from the debut of the new Yamaha OE-61 V-4 with a convincing win in the 500cc race of the Austrian GP at the Salzburgring. It was the first GP win ever for the likeable Team Gallina Suzuki rider and it came after a fierce duel with compatriot World Champion Marco Lucchinelli who crashed himself out of contention on the next to the last lap.

Uncini, gridded 10th at the start, got off to a terrible near-last place

start, but cut his way through the field of the world's elite to take over the lead on the 13th of the 29 laps. He scraped fairings with "Lucky" until Marco fell and went on to a five second win over Barry Sheene on the John Player Special factory square-four OW-60 Yamaha.

Former World Champion Kenny Roberts emerged in third place due to the misfortunes of Lucchinelli and Uncini's teammate Loris Reggiani who crashed in the same spot as Lucchinelli. Roberts led early in the race, but was obviously down on power on the Suzukis and Hondas and said there was still much testing to be done on the new machine.

In seventh place was Randy Mamola on the Team HB factory Suzuki. Mamola was hindered by a heavily-bandaged and swollen foot which he injured in a practice fall. Unable to push start well, he came off the line in next to last place and spent the whole race making up for it.

Finishing out of the money, but putting on a good show was Honda's Freddie Spencer on the NS-500 three-cylinder entry. After running fourth early in the race, he moved up to second behind Uncini only to have a crank failure at the two-thirds point of the race, leaving Takazumi Katayama the highest placing member of the Honda team in ninth.

Added to the rulebook for the race was a provision that if the temperature was below 10 degrees centigrade or if it was raining, the race would be shortened by eight laps. But the show went on.

The story in the 500cc race was the first GP appearance of the new V-4 Yamaha in the hands of Roberts. All eyes were on him in Friday's practice session when the track was dry, but he finished the session only third best behind fellow Yamaha riders Graeme Crosby on the Marlboro Agostini entry and Sheene's John Player Special, both of which were the square-four type that Roberts abandoned.

"We've been testing it out over here, but we've had some problems getting onto tracks because of the weather," Roberts said. "It's harder to ride than my other bike because it accelerates so much harder. The top end is about the same, but the power comes on faster. We're working things out."

"The Yamahas and Suzukis have had about the same top end for quite a while, but they get there quicker," Spencer observed. "It's like a quarter mile drag strip and they get to the end fastest and come out of the corners harder." Making it four Yamahas in a row on the front was the Sonauto Gauloises Yamaha of Marc Fonatan. Next to him was Boet Van Dulmen, a rain specialist who put the factory Cagiva in the fifth spot ahead of Gustav Reiner's Krauser-MDS Germany Racing Team RGB Suzuki. Lucchinelli was ninth just ahead of Uncini, the top-placed Kawasaki of Kork Ballington, and Spencer. Mamola was in the middle of the third row.

A light drizzle was falling as the grid was cleared for the feature, but all of the riders chose slicks.

"There's no way that an intermediate would last out there," Roberts said.

Sheene made the most of the bump and run start and jumped out to a 100 yard lead over Roberts, Crosby, Spencer, and Lucchinelli.

Hobbled by a swollen foot, Mamola was away in next to last place, just behind Uncini.

"There were only three or four behind me at the start," Uncini said. "It was a bad start, like always."

Sheene was holding his advantage out front, but a blanket could have covered Roberts, Spencer, Lucchinelli, and Crosby.

Sheene dropped back to fifth on the seventh lap when his bike suddenly lost power.

"It just went flat," the Englishman said. "It felt like it was running on 3½ cylinders. I started to lose about a second a lap."

Sheene's trouble was Roberts' luck as he moved the number "3" red, white, and blue machine to the front of a charging horde. Uncini had made his way up to the leaders after a brief encounter with teammate Loris Reggiani. The two moved up in tandem and Uncini took over just before the halfway point with the Hondas of Spencer and Lucchinelli never more than a whisker away and Roberts ready to seize any mistake that would put him back out front.

The end came early for "Fast Freddie" when the crank on his throaty-sounding Honda went out on the 18th lap.

"I was just biding my time and I think I could have won it," the Louisiana native said. "Uncini's Suzuki was the fastest one out there on the top end."

Out front it became a leading trio of Italians with the Team Gallina Suzukis of Uncini and Reggiani sandwiching Lucchinelli's Honda. Sheene was a safe fourth ahead of Roberts and it appeared that the Michelins of the top four were working better than Roberts' Dunlops.

For the last 12 laps it was Franco and Marco side-by-side, banging fairings in the corners, and matching power down the straightaways. Neither held an advantage and to watch them move as one was a thing beauty. Uncini hanging more radically off the bike in the corners, while "Lucky" appeared always in control — always charging. In the process "Lucky" set a new lap record with an average speed of 115.26 mph. Sheene, too, was charging and made it three different brands in the top three places.

The race effectively ended on the next to the last lap in a top of fourth-gear dogleg right on the upper part of the 2.63 mile Salzburgring course.

"He was behind me," Uncini stated, "And it was a little wet and he tried to pass me on the outside."

What happened, was a spectacular crash as the World Champion went off the track and tumbled hard. He admitted he was being overenthusiastic and was taken away by ambulance with possible broken bones in his foot. Just behind the unlucky "Lucky," Reggiani spilled when his front end washed out. Fortunately, he was able to walk away from it, but threw away a spot on the podium that fell to Roberts.

"The race was perfect except for the start," Uncini said. "My bike seemed faster than the others, but only in sixth gear. When it started to rain hard at the end of the race I slowed down and that's when Marco fell."

The margin at the end was five seconds over Sheene.

Roberts managed to survive the late race shower also, but wasn't happy with the race.

"It was raining the whole race, but you had to go with slicks," the three-time champ said. "And the Suzukis

(Continued to page 23)

BUDWEISER® GRAND PRIX

SEARS POINT RACEWAY MAY 15 & 16

Watch the top U.S. Endurance teams do battle at the Budweiser Grand Prix. See 160 mph top speeds and hair-raising lean angles. If you missed Daytona, don't miss Sears Point Raceway. Get discount "Supertickets" exclusively at Bass ticket outlets. YOU PAY $10 FOR BOTH DAYS OF RACING INSTEAD OF $16 AND YOU GET A GARAGE PASS TOO! CHILDREN UNDER 12 FREE

SATURDAY, MAY 15
- Qualifying Time Trials For Sunday's Events

SUNDAY, MAY 16
- Vintage Motorcycle Race 10:00
- Bell Helmets 100 kilometer Stock Production 11:00
- Formula II 250cc G.P. Race 12:00
- Budweiser 500 Kilometer Endurance Race On Exotic Formula I Machinery 2:00

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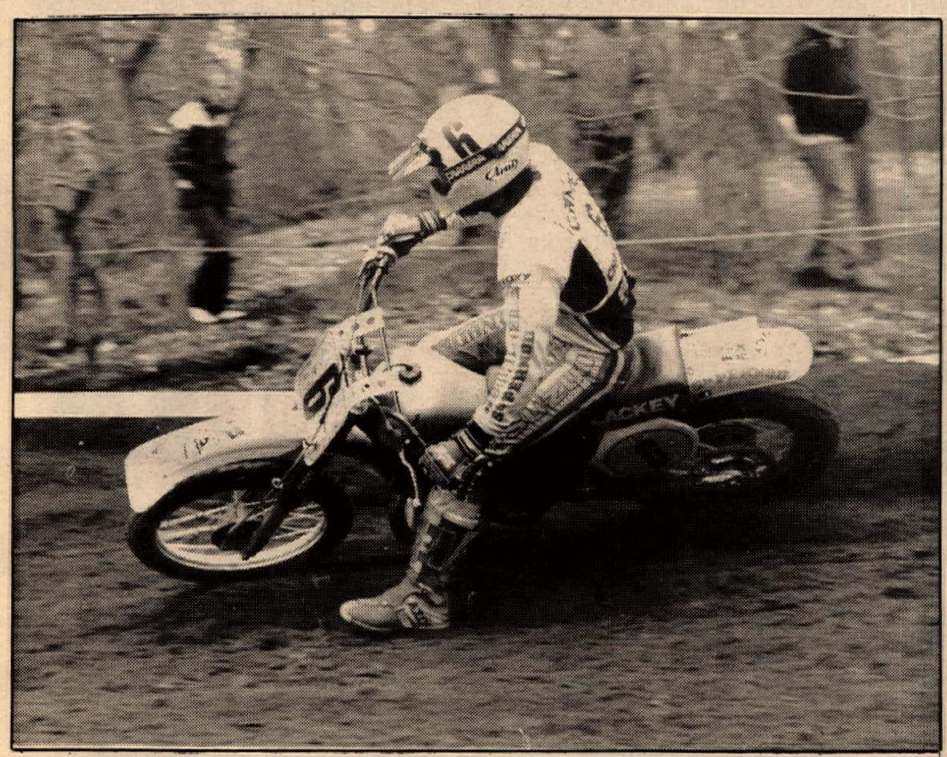

(Top) Gary Semics (48) has always been a top starter on an Open bike. He grabbed the holeshot and scored points in both motos. (Left) Brad Lackey held on to his second place in the world standings with 7-2 moto finishes. (Right) Andre Vromans was top scorer and moved into the points lead.

World Championship 500cc MX Series: Round 2

Vromans wins, Lackey scores in Dutch GP

by Neil Webster

NORG, HOLLAND, MAY 2

American Suzuki rider Brad Lackey held onto his second place in the 500cc MX World Championship point standings with two strong rides in Holland. But for a bad start in the first race, Lackey would have been right on the heels of the series leader, Belgian Andre Vromans.

Suzuki's Vromans took two clear victories in the Dutch sand to open a 10 point lead over Lackey, who takes 33 points to the next round in Sweden.

The American's day got off to a bad start when poor gating left him in the middle of the pack for the first lap of moto one.

A third bend pile-up added to Lackey's problems and he could only scrape his way up the field to take seventh at the flag.

When he did get a clean start in the second race, Lackey showed what a strong contender he is likely to be for the world title by taking a comfortable second place, well in front of Belgian sand specialist Eddy Sterckx.

Vromans' mastery of the track was almost embarrassing as he pulled out a 12 second lead on Lackey on the opening lap of race two.

The Belgian took his Suzuki into the lead from the first bend and just pulled further away from the rest of the field for the whole race.

Moto one was a different story, with Vromans also involved in the first lap pile-up which put him down to 13th.

It didn't take Vromans long to recover, however, and he grabbed the lead from Suzuki teammate Jean-Jacques Bruno on the sixth circuit and never looked threatened again.

Surprise early leader of the opener was 27-year-old American Gary Semics who opened his GP points account with two scoring rides on his Honda.

Semics set a hot pace for himself to lead for the first four laps. But with his right wrist heavily strapped to ease a sprain collected in practice, he couldn't keep it up and dropped steadily down the field to take the flag in sixth.

Bruno overcame carburetion troubles to hold second for most of the race, first behind Semics and then Vromans. He failed to make the pace second time out and retired at half distance, having gone no higher than seventh.

It was really a day for sand specialists as Belgian Eddy Sterckx romped to a pair of thirds and equal fifth in the series with Neil Hudson.

Hudson looked the best British hope in race one, pulling from seventh on lap one to third three laps later, behind Vromans and Bruno.

Riding smoothly and quickly, Hudson was closing the gap on the Frenchman when he hit trouble which relegated him to 11th and out of the points.

Probably the most disappointed man in Holland was World Champion Andre Malherbe, who led the after the opening round.

A heavy landing in practice left the Belgian Honda Number one with a dislocated left shoulder and although he managed to start both races he was having great difficulty moving his arms and pulled out of both motos after a handful of steady laps.

"Vromans is not too far ahead, but I will have to score next week," said Malherbe.

It didn't really surprise anyone that Vromans obliterated the opposition in his favorite sand. With Malherbe, Thorpe and Hudson out of the big scores, only Lackey could keep in close touch with him.

"Vromans had a good day but I should have gotten two seconds," said Lackey.

Marty Moates had a heavy fall in moto one and took a hard knock to his chest which forced him out. It made breathing too difficult for him to complete the second race. •

Results

1. Andre Vromans (Belgium - Suz); 2. Eddy Sterckx (Luxembourg - Mai); 3. (TIE) Brad Lackey (USA - Suz)/Jaak van Velthoven (Luxembourg - KTM); 5. Jean Jacques Bruno (France- Suz); 6. Graham Noyce (GP - Hon); 7. Gary Semics (USA -Hon); 8. (TIE) Jukka Sintonen (Finland - Yam)/Toon Karsmakers (Holland - Hon); 10. Neil Hudson (GB -Yam); 11. Bertil Ovgard (Sweden - Yam); 12. Gerard Rond (Holland - KTM); 13. (TIE) Geiljo van Zoggel (Holland - Suz)/Jaak Verwaayen (Holland - Hon).

FIRST MOTO: 1. Vromans; 2. Bruno; 3. Sterckx; 4. van Velthoven; 5. Sintonen; 6. Semics; 7. Lackey; 8. Noyce; 9. Rond; 10. Verwaayen; 11. Hudson.

SECOND MOTO: 1. Vromans; 2. Lackey; 3. Sterckx; 4. van Velhoven; 5. Karsmakers; 6. Noyce; 7. Hudson; 8. Ovgard; 9. Semics; 10. van Zoggel; 11. Geoff Mayes (GB - Mai).

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Vromans (43); 2. Lackey (33); 3. Andre Malherbe (30); 4. van Velthoven (22); 5. (TIE) Hudson/Sterckx (20); 7. Noyce (18); 8. Dave Thorpe (17); 9. Bruno (16); 10. Sintonen (9); 11 (TIE) Franco Picco/Semics (7).

World Championship 125cc MX Series: Round 4

Geboers sweeps Italian GP

FAENZA, ITALY, MAY 2

Erik Geboers, on a works Suzuki, cut deep into Marc Velkeneers' runaway lead in the 125cc World Championship chase with a double victory in Italy.

With Yamaha-mounted Velkeneers suffering ignition problems which left him with only a seventh place and four points from the afternoon, Geboers and Italian Gilera rider Michele Rinaldi have now closed right up on the Belgian.

Gilera teammates Rinaldi and Corrado Maddii went all out for their home fans to lead from the start of the first moto, but Geboers moved his Suzuki into second on lap two and trailed in Rinaldi's tire tracks for a further 13 laps before taking the lead.

In the second moto, Geboers only stayed behind Rinaldi for three laps before moving to the front. •

Results

MOTO ONE: 1. E. Geboers (Belgium - Suz); 2. M. Rinaldi (Italy - Gil); 3. C. Maddii (Italy - Gil); 4. A. Watanabe (Japan - Suz); 5. A. Lejeune (Belgium -Hon); 6. G. Andreani (Italy - KTM); 7. M. Velkeneers (Belgium-Yam); 8. Y. Khudiakov (USSR-Cag); 9. M. Miele (Italy-KTM); 10. J. Vimont (France-Yam).

MOTO TWO: 1. Geboers; 2. Rinaldi; 3. Maddii; 4. Andreani; 5. H. Everts (Belgium - Suz); 6. Watanabe; 7. Vimont; 8. Y. Sugio (Japan-Hon); 9. D. Diebold (West Germany - Suz); 10. Miele.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Velkeneers (83); 2. Geboers (73); 3. Rinaldi (69); 4. Maddii (58); 5. Watanabe (49); 6. Everts (46).

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Anaheim, CA	Anaheim Stadium	1/30
Seattle, WA	Seattle Kingdome	2/13-14
Atlanta, GA	Atlanta /Fulton County Stadium	2/27
Daytona Beach, FL	Daytona Intl Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Chargers Stadium	Tentative

Supercross Riders. They're some tough customers.

*Dates subject to change.

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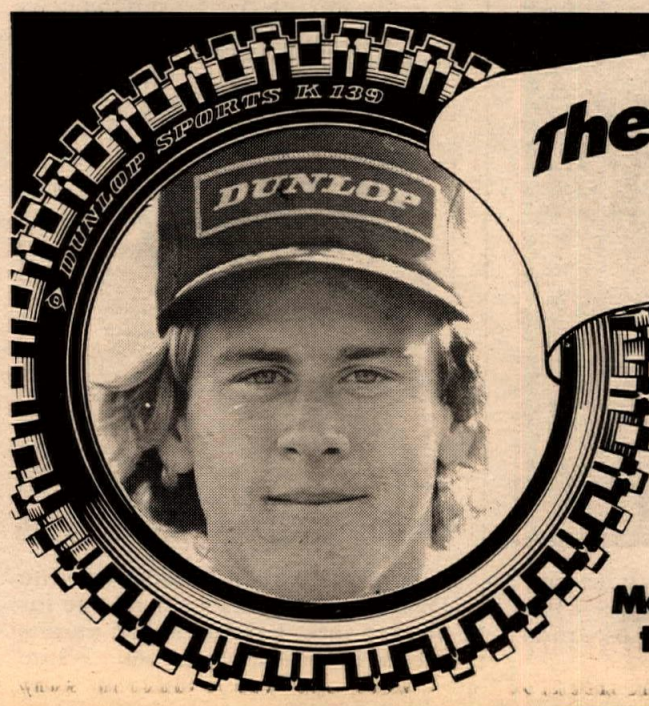

The DUNLOP CIRCLE OF WINNERS

1st

5/2/82 St. Petersburg, FL
ROUND 4 AMA 125cc National
JOHNNY O'MARA
Honda on DUNLOP

2nd	Mark Barnett	Suzuki on DUNLOP
3rd	Jim Gibson	Honda on DUNLOP
4th	George Holland	Suzuki on DUNLOP
5th	Chris Heisser	Suzuki on DUNLOP

10 of the top 10 rode DUNLOP.
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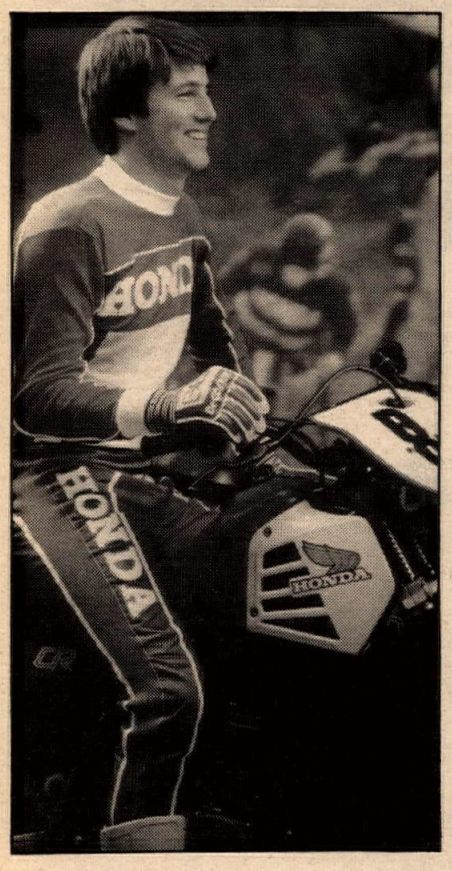
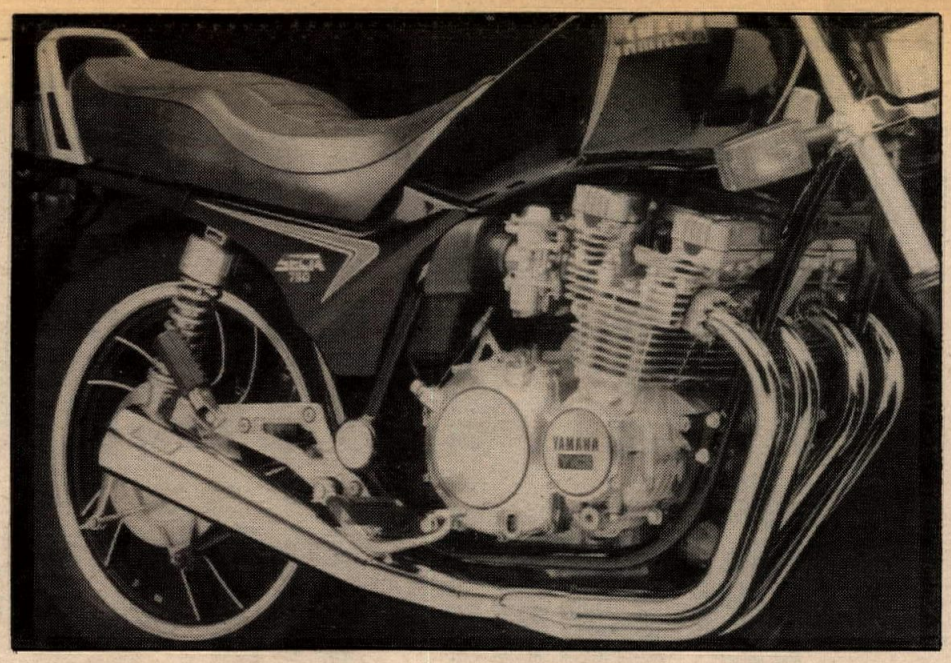
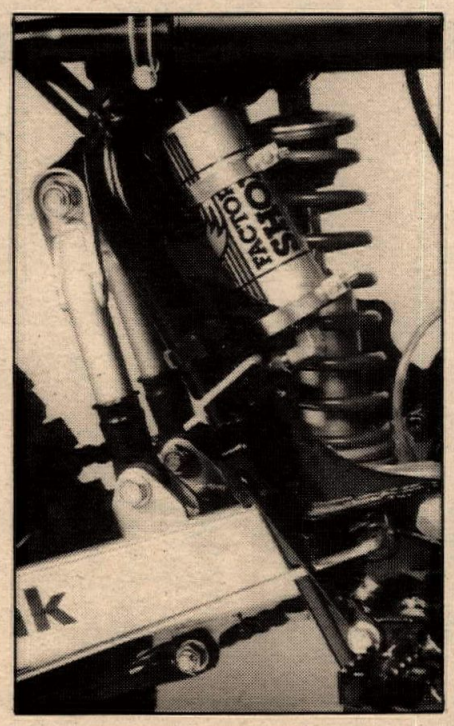
NEW PRODUCTS



Hallman Racing's Pro-GP riding gear is styled and color-coordinated to give a bold one-piece look. The jersey is available in Yamaha USA or Europe, Honda, Kawasaki or Suzuki styles for $20.95 in sizes small through extra-large. The Pro-GP nylon leathers feature tough construction and sewn-on leather letters. They come in waist sizes 28 through 42 in a variety of team styles and four Hallman color combinations — blue/orange, blue/yellow, black/yellow and red/white. The pants sell for $99.95. Your Torsten Hallman Racing USA dealer has more info.



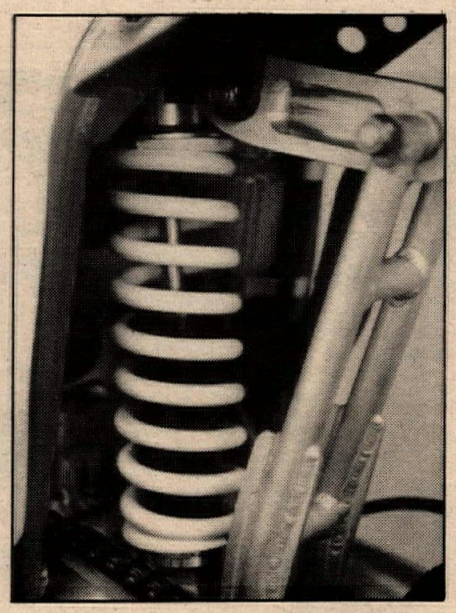
Vance & Hines now offers aftermarket exhaust systems for the Yamaha Seca 550, 650 and 750 models as well as Honda's CB750 and CB900F and the Kawasaki GPz550. All systems allow access to oil filter and drain plug plus retention of center and sidestand. All are chrome plated. Send $2 for the Vance & Hines product catalog to Dept. CN, 14010 Marquardt Ave., Santa Fe Springs, CA 90670.



Fox Factory Remote Reservoir Mini Bike Shox sell for $165 and fit 80cc single shock MXers from Yamaha, Suzuki and Kawasaki. The item comes with two-stage progressive rate springs. See your Moto-X Fox dealer for more info or write them at Dept. CN, 520 McGlincy Lane, Campbell, CA 95008.

Dress up your Kawasaki with a $49.95 magnetic tank bag from Kawasaki Accessories. The bag uses eight ceramic magnets to secure it to the tank. There is also a nylon webbing security strap. In addition, the bag is water repellent and a hook and loop closure is used on the map pocket. See your Kawasaki dealer.

The Hi-Point MX Helmet is designed for MX, enduro and dirt riders. It features fiberglass construction with a brushed nylon interior. There are three color combinations -- red/white/blue, blue/yellow, yellow/black -- to choose from. Your Hi-Point Racing Products dealer has all the info.



The Grand Prix Champion White Power Solo Shocks are available for all late model single shock motorcycles from mini to open. White Power Shocks are set up by White Bros. to each individual rider's weight, size and riding ability. The shocks come with a service manual. See your White Bros. dealer or write them at Dept. CN, 11750 Seaboard Circle, Stanton, CA 90680. Include $3 for their catalog of specialty items for two and four-stroke machines.

The new Hi-Point 17 inch Red Dot knobbie has the same pattern as the 18 inch Red Dot tire. The tires come in 4:50 and 5:00 sizes. Roll on down to your Hi-Point dealer and check them out.

Hi-Point Racing Products has a line of MX pants and racing jerseys to make everybody look like a winner. The MX pants are made of nylon and Cordura, come in all popular team colors and feature knee cups and a hook and loop front. The racing jerseys are also available in popular team names and colors and come in either vented or regular styles. Check out your Hi-Point dealer for more info.

(Continued from page 19)

and Hondas were the fastest bikes out there."

Fourth went to Crosby whose bike was set up more for the wet. The front end was chattering, it was overeving, and the gearing was wrong, but it still got him eight World Championship points. A creditable fifth went to Van Dulmen on the Cagiva with Finland's Seppo Rossie sixth ahead of Mamola.

On the first lap France's Eric Saul was in 34th place in the 350cc race, but on the 25th lap he was in first and held it for the 26th and final lap to give the Team Johnson Elf Chevallier Yamaha its first win of the season. His teammate Didier de Radrigues had led the first half of the race until his front sprocket came off in the chicane giving the lead to West Germany's Anton Mang. Mang gave up the lead to Saul, but hung on for second ahead of Patrick Fernandez on the Bartol Bimota.

Six-time World Champion Angel Nieto took the 125cc win after early leader Eugenio Lazzarini went out late with engine troubles. Second best was August Auinger with Italy's Pierpaolo Bianchi third.

The sidecars were the final race on the card and the reigning World Champions Rolf Biland and Kurt Waltisperg showed why they have the number one plate on their Krauser Racing LCR chair with a five second margin of victory over the Michel/Burkard Seymaz Yamaha rig.

For the second time in three years snow threatened to cancel the race. Although nothing like the four feet of snow that covered the track two years ago, the weather conditions were poor for practice on Saturday with a mixture of snow, rain, and low temperatures combining to make qualifying dangerous.

"You can't see the guardrail or the track out there," Uncini said after the first session on Saturday. "When two or three riders pass you it's impossible to keep up. Your hands are freezing."

A meeting between Uncini, Roberts, Lucchinelli and the organizers was held Saturday afternoon and it was decided that if it was snowing there would be no practice session and therefore no race. But although it was raining and the temperature was in the 40's, the riders went out in rainsuits for both sessions. The faster times were recorded in the dry on Friday, however, and it put Graeme Crosby on the pole for Sunday's race.

Roberts still holds the points lead with 25 to Sheene's 24, and Uncini's 23. Next stop, Nogaro. •

Results

125cc: 1. Angel Nieto (Spain - Gar); 2. August Auinger (Austria - MBA); 3. Pierpaolo Bianchi (Italy - San); 4. Hans Mueller (Switzerland - MBA); 5. Piero Aldrovandi (Italy - MBA); 6. Hans Hummel (Austria - Sac); 7. Erich Klein (Austria - MBA); 8. Helmut Lichtenberg (West Germany - MBA); 9. Alfred Waibel (West Germany - MBA); 10. Maurizio Vitali (Itali - MBA).

350cc: 1. Eric Saul (France - Yam); 2. Toni Mang (West Germany - Kaw); 3. Patrick Fernandez (France-Yam); 4. Siegfried Minich (Austria - Yam); 5. Jacques Cornu (Switzerland - Yam); 6. Alan North (South Africa - Sol); 7. Wolfgang Von Muralt (Switzerland - Yam); 8. Tony Rogers (Britain - Arm); 9. Jeffrey Sayle (Australia - Arm); 10. Donny Robinson (Ireland - Yam).

500cc: 1. Franco Uncini (Italy -Suz); 2. Barry Sheene (Britain - Yam); 3. Kenny Roberts (U.S. - Yam); 4. Graeme Crosby (New Zealand - Yam); 5. Boet Van Dulmen (Holland - Suz); 6. Seppo Rossi (Finland - Suz); 7. Randy Mamola (U.S. - Suz); 8. Leonardo Becheroni (Italy - Suz); 9. Takazumi Katayama (Japan - Hon); 10. Andreas Hoffman (West Germany - Suz).

SIDECAR: 1. Biland/Waltisberg (LCR); 2. Michel/Burkhard (Yam); 3. Schwarzel/Huber (Yam); 4. Taylor/Johannson (Win); 5. Kumano/Kunio (MK); 6. Boddice/Birms (Arm); 7. Giesemann/Reidl (MBV); 8. Berger/Berger (Yam); 9. Thomas/Fresc (Yam); 10. Jones Ayres (LCR).

WORLD CHAMPIONSHIP POINT STANDINGS

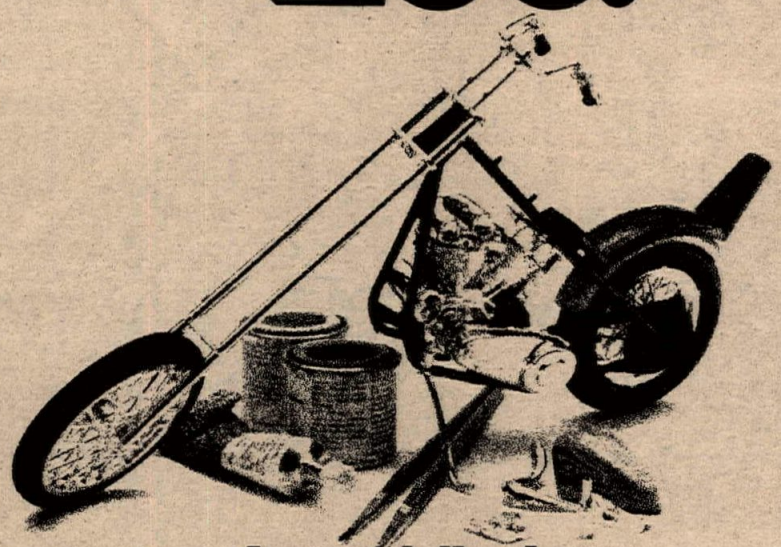
125cc: 1. Nieto (30); 2. Auinger (20); 3. Bianchi (15); 4. Ricardo Tormo (12); 5. Willy Perez (10); 6. Muelelr (8).

350cc: 1. Saul (23); 2. Lavado (15); 3. (TIE) Jean-Francois Balde/Cornu/Mang (12). 6. (TIE) Didier De Radigues/Fernandez (10).

500cc: 1. Roberts (25); 2. Sheene (24); 3. Uncini (23); 4. Freddie Spencer (10); 5. Crosty (8); 6. Katayama (7).

Any bike you trade on a new 1982 Qualifier* IV 125, Qualifier IV 175, Qualifier IV 250, Qualifier IV 400, or Sonic* 500 4-stroke, is now worth an extra

$200.



Any bike!

This is the month to talk dirt bike with your Can-Am dealer. You'll find him ready and willing to deal. And Can-Am is kicking in an extra $200 cash for whatever you trade him on any new 1982 Qualifier IV or Sonic 500.

Two questions, however, come to mind. Q: What if I don't have a trade-in? A: Everybody has a trade-in. Can-Am makes no restrictions with regard to age, scale or number of dimensions. Q: What is my Can-Am dealer going to do with all those funny trade-ins? A: Why worry? He gets the problem, you get the Can-Am. And the $200. Take him your problem, now.

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Rick Johnson won the opening 250cc National at Hangtown and now trails only Broc Glover by four points in the standings midway through the season.

Rick Johnson

Too Hipp and hungry

By Mark Kariya

When Rick Johnson first entered the racing world, riding TT scrambles at the tender age of seven, he recalls, "I really didn't do much. I always got lapped a lot, but I had a good time."

Ten years later, he's still having a good time, but now he's the one doing the lapping as he contests the AMA 250cc National championship MX Series. After earning Rookie of the Year honors in the 125cc class last year, he picked up one of Yamaha's Pro Support rides — privileges include a factory mechanic (Bob Oliver) and box van, flights to many of the races, a reasonable salary and production bikes to race — and stepped into the 250cc ranks. It proved to be a good move. Johnson won the season opener at Hangtown — his first ever overall National victory — finished second at Saddleback, was fifth at Lake Whitney and St. Pete. As this is written, he's second in the point standings, four short of Broc Glover's 154. Not bad for a 17-year-old living with his parents in El Cajon, CA, and racing a production YZ250J.

Johnson has given many competitors a look at the back of his leathers this year, one of which reads "Too Hipp" and the other, "Snickers Kid." The Snickers Kid tag is in reference to his affinity for the candy bar. Too Hipp, so the story goes, came about after a meeting with a police officer. Johnson was stopped for allegedly speeding and when the officer asked for his driver's license, Johnson whipped out his "Too Hip" card, obtained from a Los Angeles radio station for those times when the bearer was just "too hip, gotta go."

Rick's father, Richard, Sr. or Dick, "...was always sort of into racing. He used to race go karts when he was younger." When Rick was three, the elder Johnson bought a Triumph, began reading cycle magazines and went to see Joel Robert and the rest of the European troupe when motocross was first introduced to the U.S.

Rick started riding his sister Laurie's minibike when he was three and discovered that he really enjoyed it. His first bike was a four-and-a-half horsepower Sears minibike his father bought on sale. From there he progressed to a Yamaha JT-1, a Yamaha 80 and then a Honda XR75. He raced stock bikes, even the XR75, because his dad felt Rick would learn to ride better if he had to ride the machine to its limit in order to beat other riders.

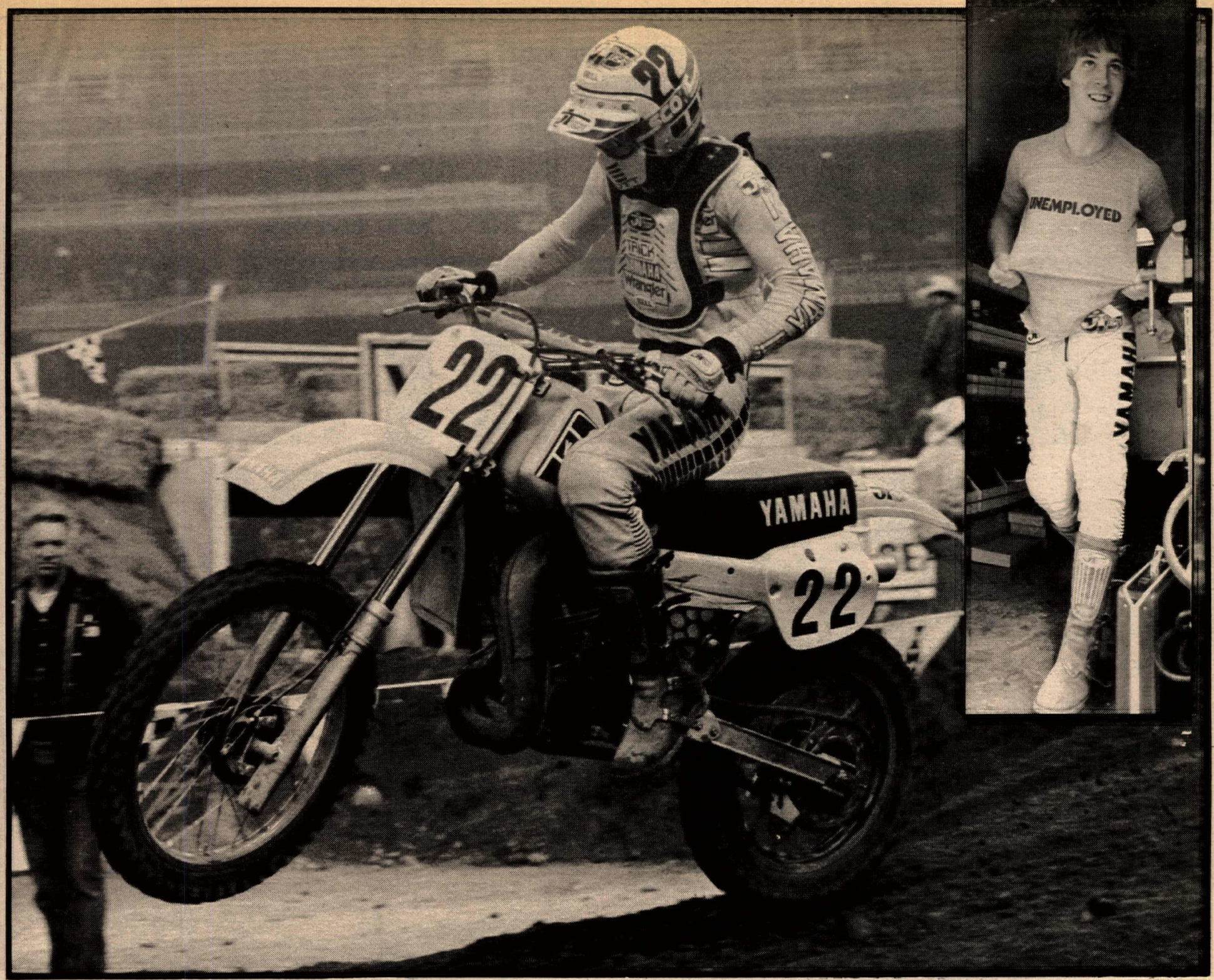
The more he raced the more success he experienced with both local wins and top placing in the National Minicycle Association's World Mini GPs. "Then I turned 12, and I ran the World Mini Grand Prix" Johnson recalls, "and I just got sick of the minibike scene...just too much politics; the kids were friends and the parents were fighting over it. I just didn't think it was worth it."

At a local race at Carlsbad Raceway the next week, Glover offered his spare 125 to Rick, who jumped at the chance. "I got smoked my first race in the Juniors and then progressed so within three months I would turn Pro. I went through the Junior and Intermediate classes pretty quick, and I think I still am the youngest to earn Pro at 13. Marty Tripes earned it at 14."

Despite missing half the year while working his way up to the Pro ranks, Johnson ended up 12th overall in Continental Moto-sports Club Pro points. The following year, 1980, he came up with enough points for the number three plate. He made it his goal to win overall the next year, and he did.

Johnson made his AMA National debut in 1981, running all the 125cc Nationals and a few Supercrosses as a Yamaha support rider. His first full season of Nationals netted him seventh in the final standings, after being as high as fourth before breaking his wrist while practicing. Nonetheless, he still earned Rookie of the Year in 125s.

The high point of his year came at the season ender at Carlsbad, his "home" track. He got a bad start in the first moto but battled his way back up to fifth, angry because he had



He has used an air-cooled semi-works engine in a production frame in supercrosses. (Inset) Unemployed? Not likely, especially if he keeps producing top results.

been making up time on everyone.

He got a fifth-place start in the second moto and quickly moved to second behind leader Johnny O'Mara who had won the first moto. Johnson followed O'Mara for the first half of the race before deciding to put on a one-lap, all-out charge to see how much time he could make up. "I just rode really hard, and I made nine seconds in one lap," Johnson remembers. "I came around the next lap, and I saw him and passed him right into the horseshoe. Then I guess he got stomach cramps, but I earned that race; I rode my ass off. I was pumped.

"That's got to be an all-time for me, winning it there. I could have ridden all day because everybody had their arms out cheering me on...all the way up the uphill and all the way down the downhill, everywhere. Everyone was just going nuts as I was catching him, and so I was pumped. I had won, and I was just floating around the rest of the day."

Yamaha put Johnson on their Pro Support program for 1982. He received a production YZ250J to race outdoors; in selected Supercross events, he got a semi-works air-cooled engine to stick into his production frame.

His plans for this year? "Hopefully if things go right, and I don't get hurt, I can pull it off. I was planning on top three, maybe, this year. Just make a good stand and then sign a good contract next year for a pretty good sum of money and try to win the Supercross and the Nationals all together.

"If they have that Grand National thing with the 250s and Opens, I'd like that even better because I'll ride anything, I'm real versatile."

Not everyone who has ridden for even 14 years like Johnson has progressed as far in ability. He attributes his riding today to several things: "A guy named Murray Hoffman taught me a lot; he helped me out when I was nine and 10. When I was 11, I used to go up and ride with (Broc Glover and Ron Turner), and they'd bang the heck out of me. They taught me to get tough.

"My parents have helped me a lot. They've always supported me; they've never left me hanging. Without them, I don't think I would have done it at all."

Dick Johnson is a painting contractor, and his wife, Delauris, takes care of things around their home, located on a hill east of downtown El Cajon, a suburb of San Diego. They've accompanied Rick to most of his races, except for the ones in places like Tahiti or Venezuela. Laurie, 21, has an apartment in El Cajon and works for her father. Both Richard, Sr. and Delauris are proud of their son's accomplishments, though it isn't in an obnoxious, Little League-type, laud-it-over-you way. One thing that Richard can't stand about his son, though is his penchant for punk rock — "narcotic music" he terms it with a grin — that Rick cranks up on his Yamaha stereo, though he'll only do so when dad's not around.

Rick also enjoys going surfing with Glover and Scott Burnworth or doing most of the things young men his age do. He would have been a senior at Valhalla High School (Glover's and Burnworth's alma mater) this year, but "I took the California Proficiency Exam at the end of last year because I would have missed too much school, and I wouldn't have been able to graduate. I would have liked to stay because I missed some of the best times in my life, but I had to pursue a career, and I was never a whiz in school to start with."

As far as training and practice go, "I don't have a very consistent training program because I'm always busy. I'm starting to put everything else off and start training as hard as I can."

Though he admits he's not a very good runner or weight lifter, he says he is improving in those areas. Riding has done more for building him up, though his 6'1", 150 lb. frame doesn't show it. "Every muscle I've got is all from motorcycles. A lot of people can outrun me, but riding is where I've got my strength. A lot of guys I've worked out with are really strong, but they get on a bike and their arms pump up and stuff, and they can't figure it out. I've got pencil arms. My arms don't get tired so I just run and practice. I try to practice three times a week."

What's in the future for Rick Johnson? "I set my goals pretty high. I can't set them too high because if you set your goals just so far, that's what you'll do.

"I had goals to do the 125cc Nationals and World Championships, but my height and stuff shot that down, so I'd like to win a National Championship, maybe two, and when I'm 20 go to Europe. I'd like to go to Europe and win; I think I can. I don't think I could now because I don't have any experience...besides, I'm not old enough.

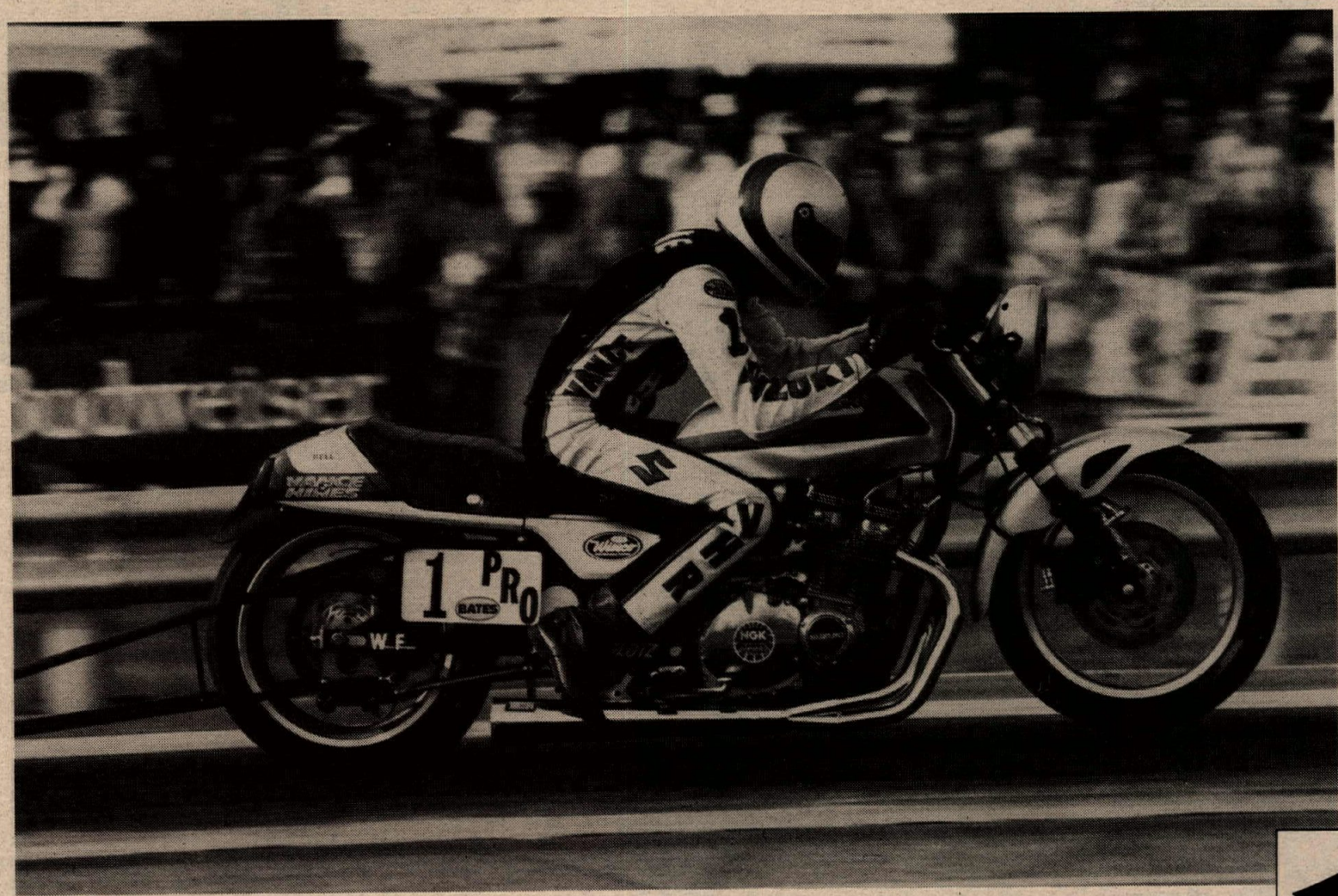
"I'd like to win (the 250cc National Championship). If I win this year, I'd really get excited about it because that would put me mentally a lot more ready for next year; I'm still growing mentally and physically and everything.

"The way I look at it is if I beat them this year, I'll stomp them next year. That's my own outlook on it.

"I'd like to win this year very much, but if I don't win it, it won't be such a big upset. But if I lose it next year, that'd really make me mad.

"I'd like to go to Europe later on but wait until I get older and some young punk beats me. But I want to get over there before I'm over the hill. I'm still real hungry." •

SUZUKI REWRITES HISTORY AGAIN.



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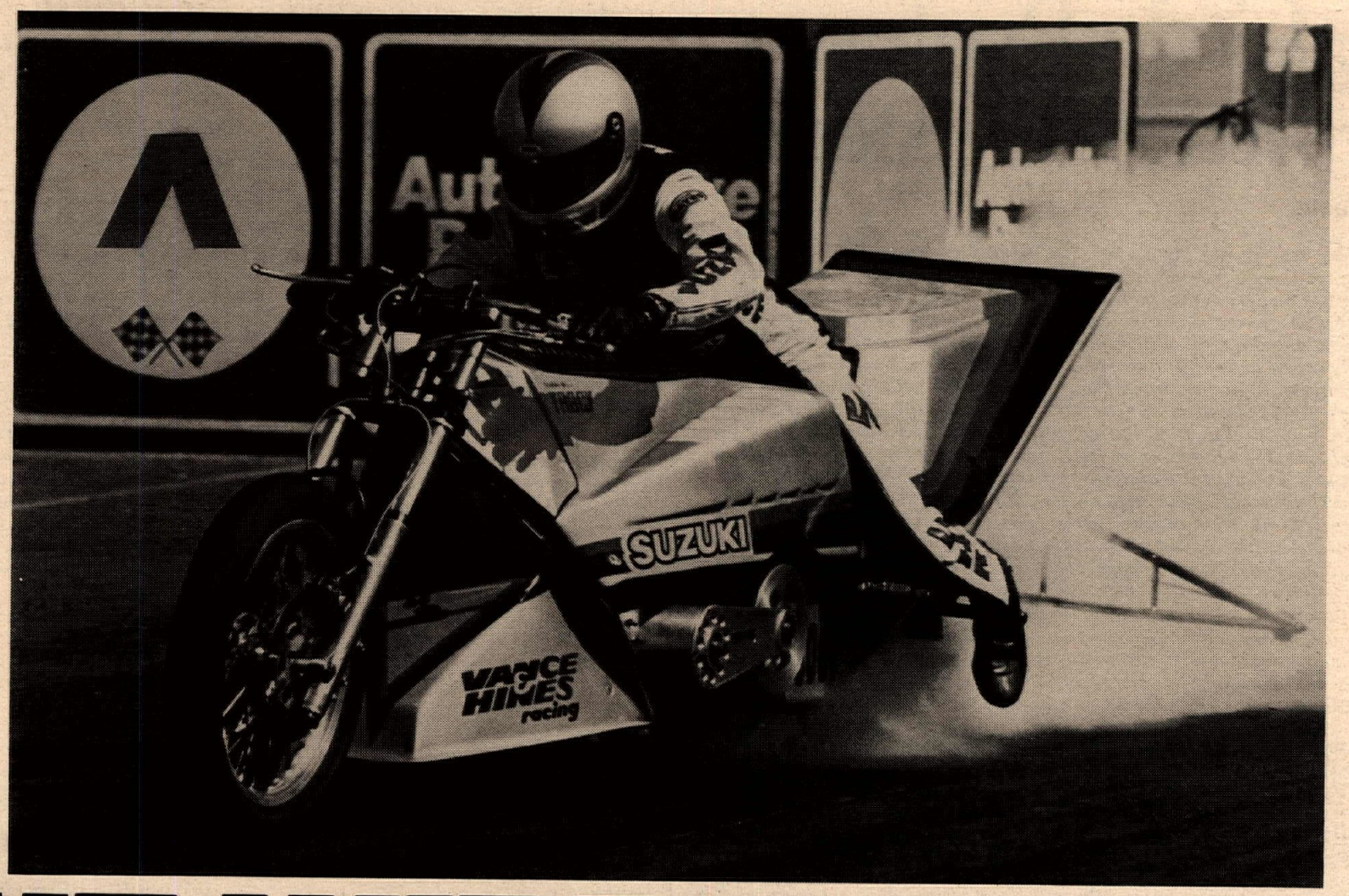
AND AGAIN.

After becoming the first drag racer to hold both the Pro Stock and Top Fuel records at the same time, Suzuki superstar Terry Vance has changed history again...by becoming the first man to win both a Pro Stock event and a Top Fuel event at the same time.

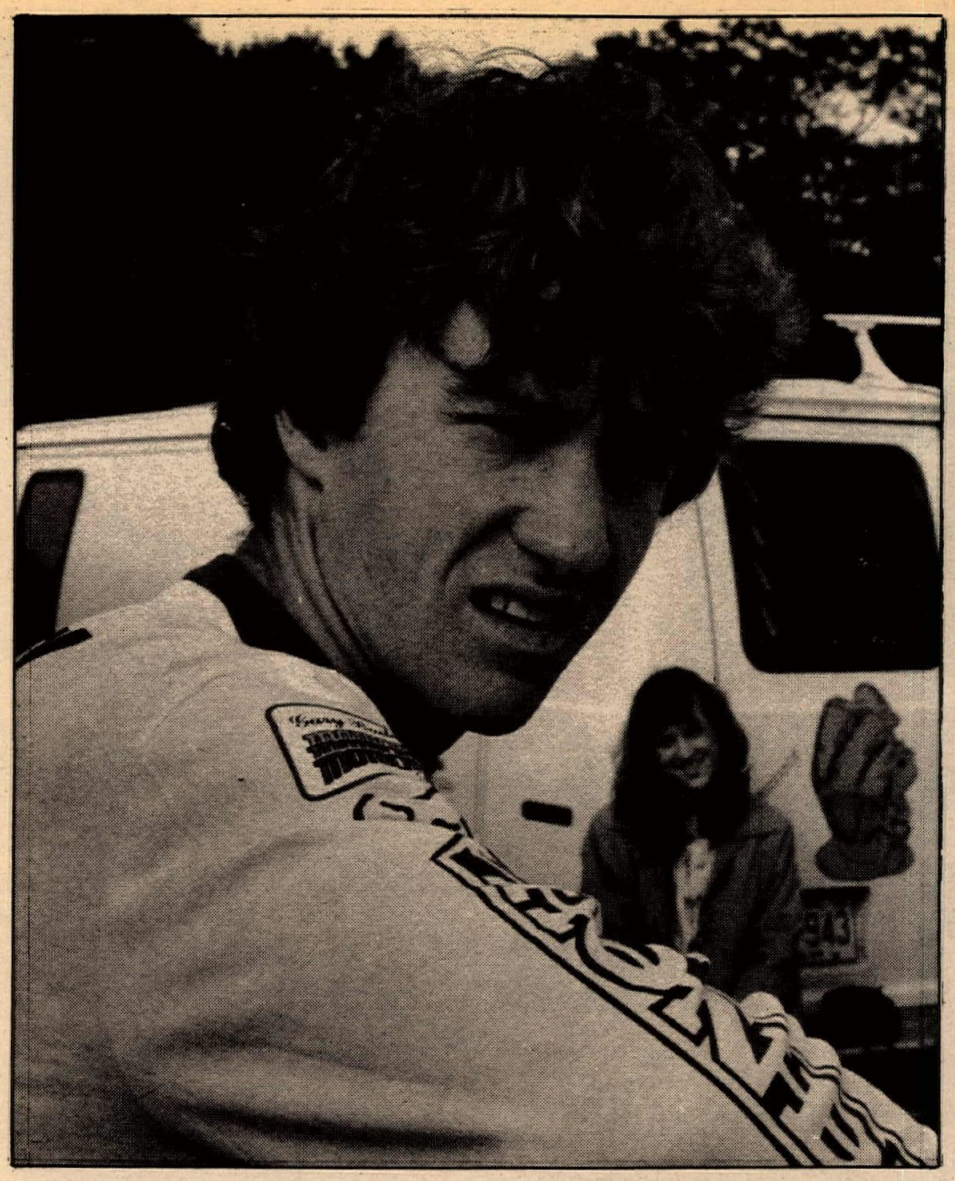
The historic scene was at the NMRA Southeastern Nationals in Gainesville, Florida, where Terry got off to a strong start by winning the Pro Stock event in 8.74 seconds at 150.50 mph aboard his GS-1100 Pro Stocker.

He then went on to do the "impossible" by also winning the Top Fuel event, running his Suzuki GS-1100-powered Fueler through the lights in 7.33 seconds at 193.89 mph.

And what about the competition? Well, let's just say this is one history lesson they won't forget.



THE WINNING RIDE.



David Bailey
The Little Professor isn't little anymore

By Tom Mueller

David Bailey has been going fast in the dirt for a long time. But through the years, Bailey hasn't been just another name at the races. His situation was unique; while most fathers at the tracks are MX enthusiasts, Bailey's father was a pioneer of the sport. It was never really just David Bailey on the track, it was Gary Bailey's son, the kid who was trying to emulate what his father had done during the early seventies—dominate American motocross.

With Gary at his side, David came up through the ranks at a steady pace. 1978 saw him take the 250cc Amateur National Championship. 1979 was a year of transition to the pros, and in 1980 Bailey came around on Kawasakis showing fine form. The Trans-USA Support class title was his that year, along with many other highlights—like the time David threw his bike across the line and crashed in a qualifier at the Philadelphia Supercross to land a transfer slot to the final.

In 1981 Bailey jammed his way to top privateer finishes in many National level races, finally earning a works Kawasaki for the Trans-USA. The problem for David was that the deal ended there. He didn't have much in line for '82 as Kawasaki's race budget was still to be decided, and he was left in a contractual limbo heading for what he hoped would be his hottest season ever.

Honda's Roger DeCoster provided the answers near the end of the Trans-USA, and Bailey inked a contract with Honda. No, the David Bailey at the races this year won't only be Gary's son; he'll be David Bailey, the works Honda rider who has made a name for himself.

You finally made it, your first real factory ride. Do you deserve it?
Yes, I think so. I rode two years on Kawasakis -- production bikes -- and I did well enough they thought I deserved a works bike for the Trans-USA. Everyone was saying, 'You'll get a works ride, just hang in there.' The next year (1981) I didn't get a ride. Then I did well in Florida (Winter-AMA) and they (Kawasaki) gave me another ride. It was sort of second-rate. I appreciated it, but I got parts that weren't the good parts the factory guys were using.

As a result I didn't do as well as I probably would have if I rode a production bike. Obviously they felt I was good enough to deserve a factory ride. Honda approached me three times in '81 and wanted me to ride. I've finished top privateer in a lot of races on a production bike, and I feel I can only do so well on one of those things.

Kawasaki was planning to cut back, they were talking about dropping the team trainer and dropping (Warren) Reid, and that left me totally out of picture. What I would have had was the same thing I had the past two years, and I wasn't satisfied with that at all.

Does a works bike really give you that much of an edge over a production rider, or is a bunch of it mental?
The works bikes really make a difference. You go to the track testing and the Showa guy shows up with two shocks and other forks. You can get the bike dialed exactly like you want. When you have a production bike, you ride exactly what's on it. Also, I have a new mechanic now, Paul Turner, Steve Wise's old mechanic, and so far we get along really great He spots things that I don't even notice, so it helps me learn.

"...it made me think about...when I'm old and gray and can't get on the bike myself."

Honda signed you through a dinner meeting you had with Roger DeCoster. Tell us about it.
After Michigan (Trans-USA round on September 27) I got a call from Honda and they said they'd bring a contract for me to look at and said they'd like to meet with me over dinner after Unadilla (New York, October 4). We went to this real nice restaurant and my dad and DeCoster talked over old times, and then Roger started talking about what Honda could do for me. I thought it over and the next week I signed the contract.

You barely started riding Hondas and you broke your hand, and soon after that you incurred two other injuries. What happened?
I got back from San Diego (Supercross in California, November 14) and picked up two production Hondas to start practicing on. The first time I rode them I just adjusted stuff, and the second time I started to go really fast on them. Then I fell down and laid there thinking 'Please don't be hurt, this isn't good timing!' I broke my hand and missed the first round of the Florida Winter-AMA Series, and then I won most everything else down there (Bailey won five of the six remaining 250cc Pro motos in the series).

I was feelin' pretty pumped after that and went out to California. I was testing with Johnny O' (O'Mara) and (Brian) Myerscough. I was finished testing and was taking one more lap to think about the bike, and the front wheel washed out as I went down a hill. I ran alongside the bike and ended up breaking a bone in my foot. I didn't even know it and rode press day at the Anaheim (California) Supercross, but it hurt when I landed off the jumps, so I went to get my foot x-rayed. I had a cast put on that weekend (January 30) but went to a different doctor the next week, and he told me to take the cast off.

In a couple of weeks I was riding again and went to the Seattle Supercross. I was getting pumped again, just like I was after the Florida Series.

Then at Houston (Supercross on March 5-6) I got the holeshot in my qualifier during the second night of racing. I went about 200 yards and Ron Turner got a little throttle happy behind me and ran into me in mid-air. It got me sideways and I landed so hard on my leg that it broke, so I was out again.

After you broke your leg it looked like you would ride the Open class at the Nationals, but you ended up riding the 250cc class, even though you missed three rounds. Why the last minute change?
I was told it was about 90 percent sure I could ride the Open class. I was planning on it. All of a sudden I got a call from my mechanic and he said I couldn't ride the Open class because there were too many riders in the class already. It's not really a very good subject to talk about. (Bailey was informed he couldn't ride the Open class after his father started coaching Yamaha riders Broc Glover and Rick Johnson.)

Have all the early season setbacks had a negative bearing on your outlook?
I had time to sit and think about things, and I'm almost glad it happened. I'm only eight points out of the top 10 in Supercross standings. I didn't realize how bad I wanted to win until I sat out. You learn how to deal with problems and that's really important. If you can handle the ups and downs of racing your chances of being a really good racer are high.

At one point in your career you were on Bultacos and didn't seem to be improving. Then you went to Kawasaki and immediately got better. Can you realistically expect another increase in performance with Honda?
I think so. Every rider on the team has the same equipment. Honda seems to be pretty organized. Dave Arnold (team manager) has been a mechanic for Marty Smith for years and for DeCoster. He knows what it's like to be on the road wrenching. You can get a lot of advice. I don't want to say names, but other teams have mechanics and team managers who don't know a whole lot about motocross. If I need something done, Paul (Turner) is the kind of guy who can just build it. In the past my dad did the best he could with what we had, but I couldn't just go into a facility and say 'Hey, I want the steering head in two degrees.' The equipment will be better, and that will make me feel better, so all I'll have to do is do my part—go fast.

"I would have had the same thing I had in the past two years, and I wasn't satisfied with that at all."

Now that you're with a factory and have a full travel budget, you'll be spending more time with your mechanic and less with your dad. Do you get along with Turner as well as you do with your dad?
About the same. We've all been together, my dad's always with me, watching me at the track, and he'll come up to Turner and ask him things about the bike. They're getting along, and Paul and I are getting along. I didn't know what it would be like at first, I was a little nervous. I didn't know who the guy was and had only seen him before. I said hi to him at San Diego and he said, 'Well, I guess it's just you and me.' Paul turned out to be great. I'll go out and ride and tell him a few things about the bike, and he'll notice things, and it all works out.

You often go by the nickname "Little Professor." Do you ever get tired of being linked with your father? Would it have been better if you came up through the ranks by yourself?
Little Professor used to be my handle on the CB when we traveled across the country. Jim Gianatsis (Moto-X Fox) keeps printing my pants that way, he keeps pushing it. I don't really worry about being associated with my father. No matter what you do somebody's going to associate you with something. No matter how hard I try to ignore it, it's always going to be there. It doesn't bother me because

if it wasn't for him I wouldn't be as interested in bikes. Sometimes in the past the best I could do was fourth, and he'd get out and work with me and bring me back to life. I felt like giving up so many times and he wouldn't let me. If it wasn't for him I wouldn't be here. I would have quit and done something else.

You were an Amateur National Champion in 1978. Did it help your career? What sort of gap is there between the fastest in amateur and National competition?

At the time it was worth it, but now I don't really care. Now I look at it and it almost seems like a joke, but I'm glad I won it. It's like the regionals, another step to the pro ranks. It's not like where you win all your local races and can ride a toilet and still think you're ready for the Nationals. It also gives you the experience of traveling all over the country. The guy that doesn't get the opportunity to travel and race against other competition usually doesn't do that well. When I got the amateur championship I thought I was ready for the pros, that I would break into the top ten at the Nationals. The best I did that year was 14th.

"No matter how hard I try to ignore it (father's association) it's always going to be there."

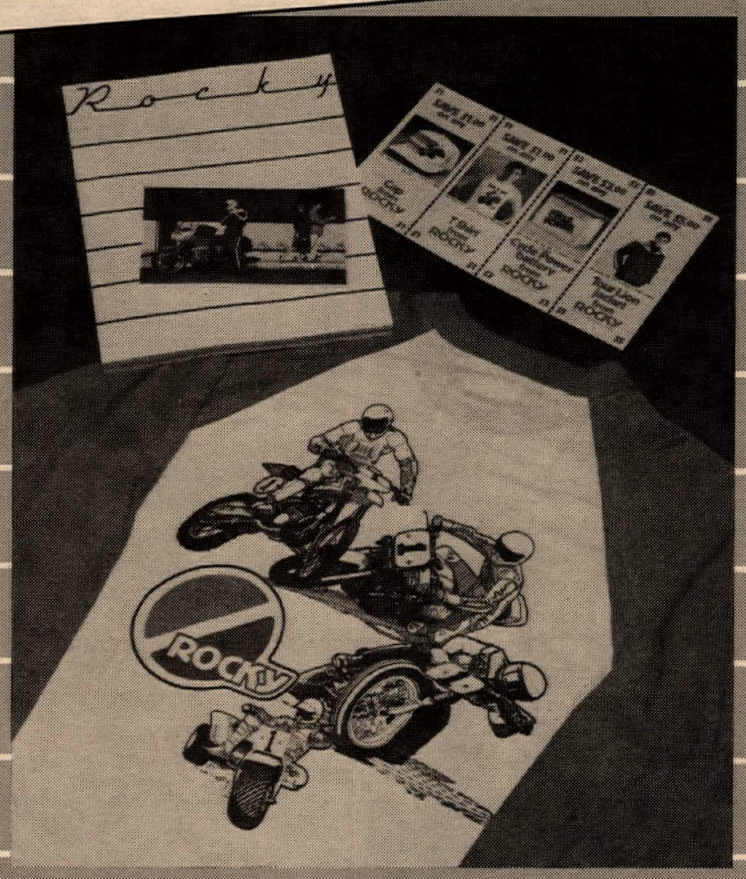
You've devoted your entire life to motocross. Has your attitude changed in the past few months? Do you look ahead to something else since you're finally 'in the bucks'?

I'm not even thinking about anything else right now. Just the other day someone asked me how it felt not to race (after Bailey broke his hand) and it made me think about when the time comes that I have to quit, when I'm old and gray and can't get on the bike myself. I can't even imagine it, it'll be like everything is over with, my whole life is through. I just want to race as long as I can. You start thinking about other things, about getting a bunch of money together, but then you start worrying about things other than the racing itself. Now I just want to do the best I can. There's always a surprise, you never know what's going to happen and plans don't always work out. You think you're going to make a certain amount of money next year and you're going to buy a house and this and that and then you crash and it's over with. I'm only 20, so I'll just try to do my best and whatever happens, happens.

When it's all over and you're uncompetitive, will you drop out of the scene or follow in your father's footsteps and carry on with his motocross school?

I've thought about that. I've carried on the school myself when he's been sick, and I enjoyed watching the guys improve. I don't think I do as good a job as he does, and I wouldn't want to take anyone's money if I knew I wasn't giving the best possible advice. Right not I'm not interested in it a whole lot. When somebody asks you a question you have to give them an answer, you can't just tell them to hold it wide open. You get some pretty radical questions sometimes that I don't always know the answers to. You have to make sure that what you tell them is the same as what you show them when you ride. I won't know if I'll teach the schools until the time comes. ●

SPECIAL CATALOG OFFER



Rocky is celebrating their 20 years in the motorcycle industry with a special catalog promotion. For a limited time you can get Rocky's new, 272 page, 1982 catalog and a high-quality baseball-type racing shirt (printed on both sides) for only $10. (a $17. value). Now to make this deal even more enticing, Rocky is throwing in four coupons valued at $10., redeemable at your local dealer for any Rocky cap, T-shirt, Cycle Power battery, and Tour Lion jacket. With an offer this good, supplies are sure to run out. So, why not put a check in the mail before it slips your mind? We'll have your package on its way to you the very same day. Use the order blank below, or duplicate the information onto a piece of paper and send it along with your check or money order for $10. to:

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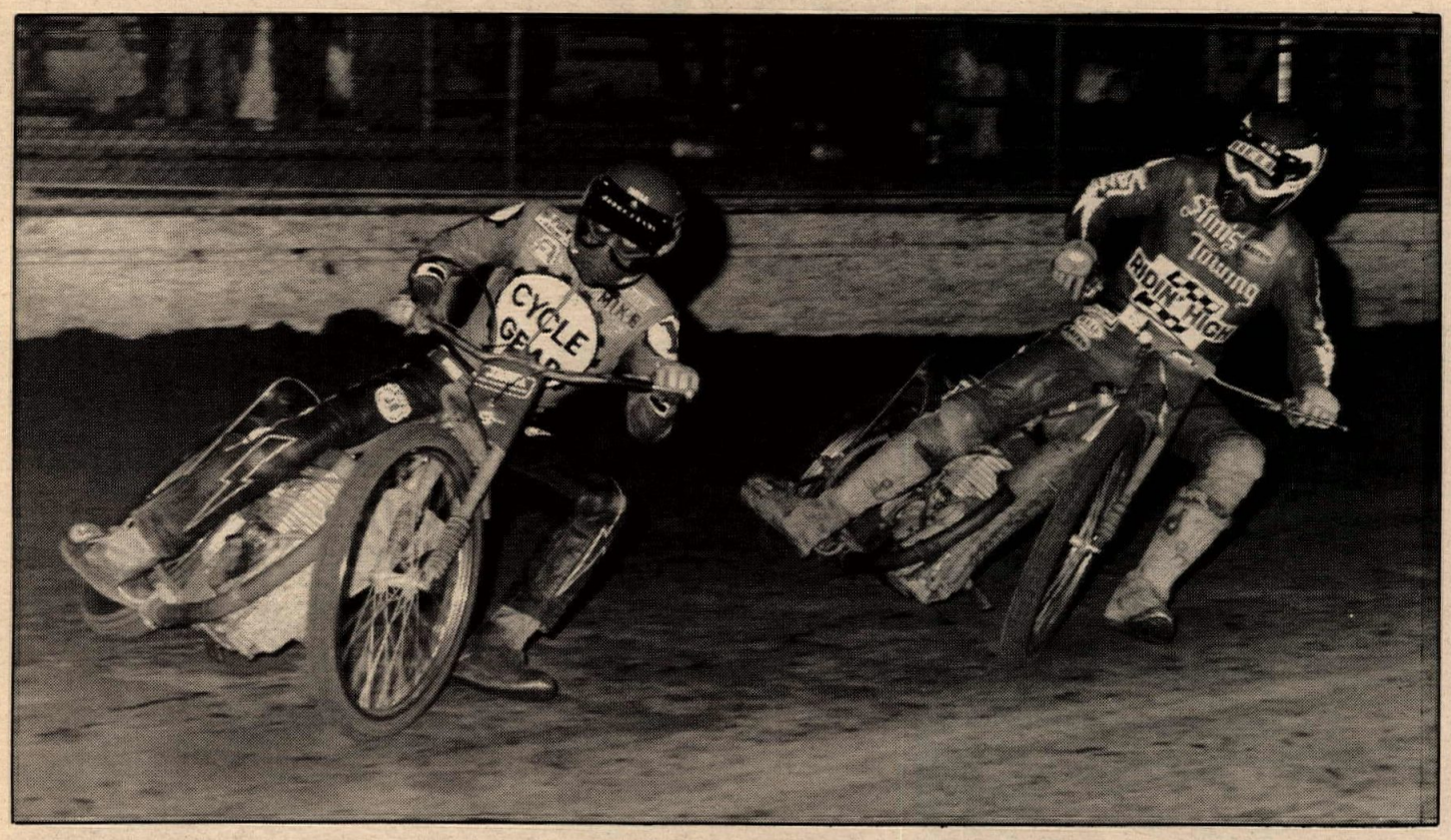
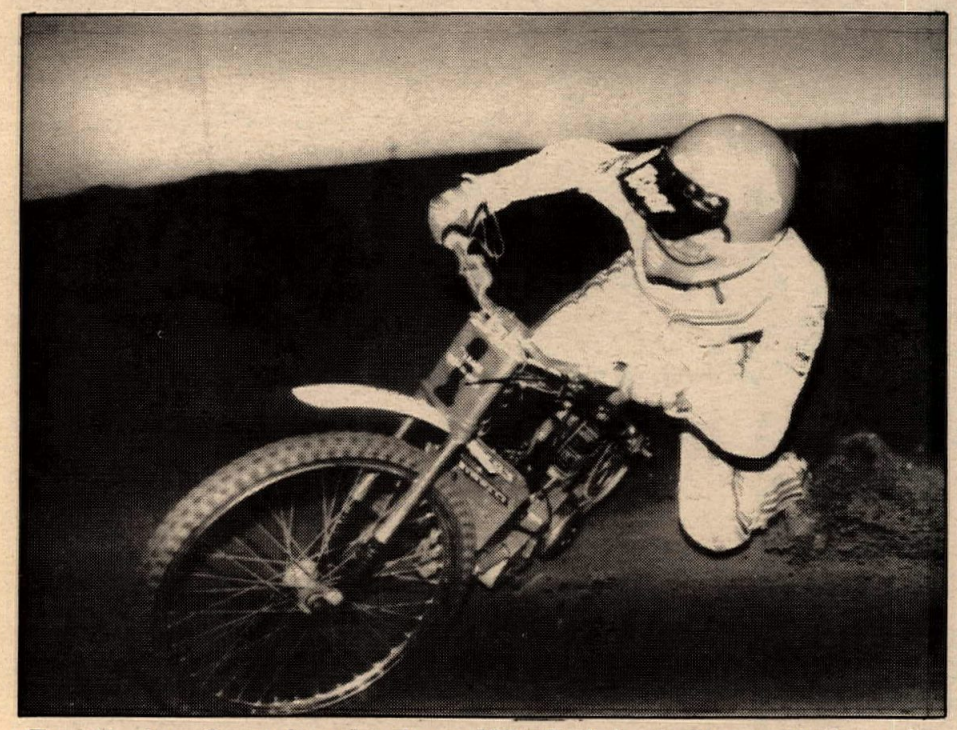
SPEEDWAY WEEK





(Top) Ventura Scratch main winner Mike Faria leads Shawn McConnell a lap before McConnell went down. (Above) Mark Borgman gets out of shape in Denver. He won the King of the Hill match race two weeks in a row.

Borg, Reichardt sweep Denver opener

By Sam Slideways and JoAnn Mills

DENVER, CO, APR. 9

Bob Borg and Chris Reichardt got the 1982 Denver speedway season started with a bang tonight at the Western Stock Show Arena.

Despite less than ideal track conditions, racing from the first heat on kept the crowd on its feet the entire night. Because of the heavy track conditions, there were several restarts during the heat races. By the time the semis were up, the racers had the track figured out and started dicing real hard for those elusive transfer slots. After some of the fastest semis ever, the line-up was set for the mains.

Lining up for th Handicap main on a crowded 30-yard line was Larry Larson (Motorcycle Parts Center South) on the inside. Next to him was Mike Golightly (Brownell Dist.) and on the outside was Dave Pieper. On the inside of the 40 was Chris Reichardt (Gene Plues M/C/Associated Auto. Ind.) and Scott Ormiston (E.E. Ormiston Co.) on the outside. Getting the holeshot, Reichardt showed everyone just how strong that Godden really is. From then on, it was a follow the leader with one exception. Ormiston was able to sneak by Larson on the third lap to take over second place.

The four qualifiers for the Scratch main were Ormiston, Ken Pieper (Music 80's/Flash M/C) and Bob Borg, in all the way from Logan, UT. The fourth qualifier was Handicap main winner Reichardt. Borg got the best start from the nubmer two slot and closed the door on Ormiston, taking the lead in the first corner. Reichardt followed Borg like his shadow and for four laps put pressure on Borg like he ahd never felt before. But when the checkered flag came out, it was Borg with a slim lead over Reichardt.

Pieper and Ormiston ran a race of their own. After several passes and repasses, Pieper came out in third and Ormiston fourth.

The season's first King of the Hill match race pitted Borgman against Borg. Borgman got the holeshot from the inside and held on for a nice wire-to-wire victory. That is a nice way for the winner of the 1981 King of the Hill match race series to start 1982.

Results

SCRATCH MAIN: 1. B. Borg; 2. C. Reichardt; 3. D. Pieper; 4. S. Ormiston.
HANDICAP MAIN: 1. E. Reichardt; 2. S. Ormiston; 3. L. Larson; 4. D. Pieper.
SECOND DIV: 1. B. Walsh; 2. D. Hartley; 3. J. Zweygart.
SCRATCH CONSI: 1. R. Steele; 2. D. Pieper.
HANDICAP CONSI: 1. B. Borg.

Pieper, Reichardt roost in Denver

By Sam Slideways and JoAnn Mills

DENVER, CO, APR. 23

On one of the best tracks ever seen in the Denver arena, Ken Pieper and Chris Reichardt nabbed spectacular main event wins. Along with the superb track conditions, the promoters announced that Gene Plue's M/C became the season's first official sponsor.

Racing action from the first heat was probably the fastest and best in Denver speedway history. There were a couple of surprise rides turned in by Bill Walsh. A recently advanced rider, Walsh showed several of the fastest riders around the quick way to get around the Denver track.

Proving to be a real threat on smooth tracks, Fred Martin also surprised everyone with several heat wins. Because of his heat wins, Martin was the first qualifier for the Handicap main. Joining Martin on the zero was Don Mayberry (all the way in from Illinois). All alone on the 10-yard line was Rick Steele (Senti Yamaha). Lining up on the 40-yard line was Ken Pieper (Music 80's/Flash M/C) and Mark Borgman (Super Seer).

Getting the lead off the start was Martin followed closely by Mayberry and Walsh. On the second lap, Walsh fell in turn one, and Pieper had gotten by Steele to take over third place. By the third lap, Mayberry had passed Martin to take over the lead. On the fourth lap, Pieper passed both Martin and Mayberry to take over the lead. By the time the checkered flag came out, Pieper had a healthy lead, and Steele managed to get by Martin to clinch third.

Lining up for the Scratch main on the pole was Dave Pieper; next to him was Scott Ormiston (E.E. Ormiston Co.), Denis Troudt and on the outside was Chris Reichardt (Gene Plues M/C/Associated Auto Ind.). When the tapes went up, Pieper got off the line first followed by Ormiston. Reichardt went into the first corner wide and fast. When Pieper and Ormiston drifted high coming out, Reichardt came off the apex on the gas and passed everyone. From that point on, it was follow the leader, who was Reichardt. By the finish, Reichardt had a very healthy lead with Pieper the only other finisher.

The King of the Hill match race saw last year's King, Mark Borgman, go against last year's runner-up, Mike Golightly. Borgman drew the pole, got the holeshot and hung on to win his second consecutive match this season.

Between crashes, Faria and McNeill win at Ventura

By Bill Locey
Photo by Scott Daloisio

VENTURA, CA, MAY 4

Several of the top riders didn't show up, but those who did fell down 23 times while providing thrills galore to the fans of vicarious mayhem tonight under a full moon at the Ventura Raceway. It was obvious something weird was going on when the local television station showed up to tape speedway — this after doing nothing more exciting than high school water polo and the city council meetings.

Mike Faria cruised to his second Scratch main victory, and Dan Mc Neill won one of three Handicap rides, showing the good sense to win the main.

Jeff Tomlin, instead of setting his clock ahead one hour, set his back four weeks, but in his 1982 debut, won his first Handicap race and looked just fine each time out, finishing second in the main.

Guy Ermolenko continued where he left off last week. Riding hard off the 10-yard line, he passed Greg Ayers on the third lap and won his heat in impressive style. The magic and his four-race winning streak ended (temporarily) when he wheelied and crashed at the line in the semi. Rick Miller suffered a flat tire for the second week in a row, costing him a trip to the main.

Dave DeTemple, riding hard for the first time here all year, nudged Miller aside in the final turn in winning his heat off the 50. After forgetting to turn on the gas in the semi, DeTemple nearly recovered from brain fade and managed fourth. He came back to win the consy.

The Handicap main was strange. Low yardage riders Shane Hawley and Dennis Bransford were *way* ahead of everyone else. But in turn four, lap two, Hawley crashed, and Bransford slammed into him. Suddenly, there was nothing in front of McNeill except blue skies and green lights; he won easily. McNeill has been your basic awesome rider here this year, making five of eight main events, although this was his first trophy here in several years.

In Scratch racing, Shawn McConnell, DeTemple and Faria each won

two times. In the semis, DeTemple enjoyed a laugher, while "The Bud Man," Buddy Robinson, held off Bransford for the final transfer spot.

In the other semi, Eddie Ingels took the early lead with McConnell getting closer in each corner. In turn three of the second lap, they tangled, and Ingels went down under a pile of thrashing motorcycles while McConnell went sailing backwards over the whole mess. Ingels was badly shaken, but exited under his own power, history for the night. McConnell won the restart, but a last corner bobble allowed Faria to make it close at the line.

The Scratch consy was memorable. With Bransford and Ingels hurt and Keith Larsen's bike hurt, the consy line-up read like this: Charlie Morse. Prolonged boos greeted the announcement that the race would not be run. "You really don't want to see this, do you?" asked announcer Phil Fouke. A rousing cheer was the answer. So Morse took his position on the pole, got the gate, beat everyone to turn one, stayed on the throttle sliding perfectly around the first corner, wheelied down the back straightaway, waved to the crowd on the home straight and won the two-lapper in convincing style despite the thin competition.

In the main, Faria off the pole was gone by turn two. "The Bud Man" was gone by turn one as DeTemple knocked him over. On the second lap, McConnell began to pressure DeTemple. But in the initial bend of the third lap, DeTemple took out McConnell, who slid ahead first into the wall, prompting the referee to call it a night. The official finishing order went like this: Faria, DeTemple, Robinson, McConnell. You figure it out.

In D-2 action, Joe Kreisberg won his heat and the main for his first-ever win in Ventura. After three riders went down in the main, Kreisberg took control on the restart and won by plenty. Steve McFarland, another new guy, won his heat and the D-3 main for his first-ever trophy. Maybe now he can afford to sew some numbers on his back.

Next week, Lance King returns to show us what he's learned while going fast for the Cradley Heathens.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Dave DeTemple; 3. Buddy Robinson; 4. Shawn McConnell.

HANDICAP MAIN: 1. Dan McNeill; 2. Jeff Tomlin; 3. Mike Faria; 4. Craig Schaefer; 5. Dennis Bransford; 6. Shane Hawley.

SECOND DIV: 1. Joe Kreisberg; 2. Wes Randolph; 3. Warren Diem; 4. Tim McCasland; 5. Ron Blanton; 6. Ed Castro.

THIRD DIV: 1. Steve McFarland; 2. Keith Rylance; 3. Chris Mistretta; 4. Mike Coniglio; 5. Mark Granberg; 6. Russell Bacarella.

MATCH RACE: 1. Dubb Ferrell def. Dan McNeill.

Woods, Ferrell fly at Costa Mesa

By Kenneth R. Kellogg

COSTA MESA, CA, MAY 7

It was *Cycle News* night at the Orange County Fairgrounds, and as expected, a special excitement filled the air. The riders knew that this would result in a full house crowd (which it did) and thus, more pay-off money. This served as an inspiration to the riders and provided the fans with a truly great night of racing.

Dubb Ferrell proved again that he is a top contender. Ferrell, a cement truck driver, beat all comers in the Handicap main and placed third in the Scratch main.

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Team Husqvarna's Michael Guerra blazed to an outright victory in the Spanish 250cc World Motocross Grand Prix, ending the 10 year American cold spell of European 250 events with his hot performance. With the Clean Protection of Bel-Ray's new MC-1+ safeguarding his Husqvarna 250CR, Michael has touched off the Husqvarna Heatwave, a summer long presentation of hot Husqvarna performances!

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THE LATEST POOP BY PAPA WEALEY

Defending World Champion Marco Lucchinelli, three-time World Champion Kenny Roberts and two-time World Champion Barry Sheene were joined by most of the stars of the road racing world in a walk-out of the May 9 French GP in Nogaro, France. Californian Randy Mamola and Kork Ballington were among the riders who left the Nogaro track on Friday. "They told us the track would be resurfaced, and we took their word on it," said Roberts. "But when we got here we could see they'd done nothing." The four Japanese factories—Honda, Kawasaki, Suzuki and Yamaha—backed the move by the riders.

Michele Frutschi, aboard a Sanvenero, won the 500cc race of the star-less French GP. Franck Gross (Suz) and Steve Parrish (Yam) finished 2-3. J.F. Balde (Kaw) won the 350cc GP, Luis Tournadra (Yam) won the 250cc GP, and Jean Claude Silini (MBA) took top honors in the 125cc GP. The organizers cut ticket prices 25% after word of the withdrawal from the meeting by the stars was made public. They said legal action would be taken against the striking riders.

Georges Jobe (Suz) won the Belgian 250cc MX GP on May 9 with 1-2 moto finishes. Dave Watson (Yam) won the second moto. Danny LaPorte (Yam) finished second in the first moto but failed to score points in the second moto due to ignition problems. Mike Guerra (Hus) crashed out of contention in both motos. Jobe padded his points lead, which now stands at 75, and he's followed by Kees Van der Ven at 39 and Watson with 38. Guerra is in fifth position with 31 points, while LaPorte is seventh with 27.

Harry Everts (Suz) was the overall winner of the May 9 Yugoslavian 125cc MX GP by virtue of his 1-2 moto performances. Marc Velkeneers (Yam) had a 5-1 day to increase his points lead to 104. Erik Geboers (Suz) and Michele Rinaldi are tied for second with 83 points, while Corrado Maddii (Gil) is fourth with 76.

Graham Noyce (Hon) had a perfect 1-1 day to win the May 9 Swedish 500cc MX GP. Brad Lackey (Suz) was second overall with 3-3 moto finishes, and his strong performance moved him into the points lead after three rounds. Defending World Champion Andre Malherbe (Hon) turned in a 5-2 day. Gary Semics finished ninth in the first moto. Lackey's 53 points give him a one point lead over Andre Vromans' 52, while Malherbe and Noyce are tied for third with 48 points each.

Terry Vance (Suz) took the Top Fuel win in the May 8 rescheduled running of the NMRA/NHRA Southern Nationals at Commerce, Georgia's Atlanta International Dragway. Vance turned in a 7.31 second run at 194 mph for his victory. Chris Hand (Kaw) was to run against Vance but didn't show due to unfinished repairs on a cracked cylinder head.

Bernie Schreiber (SWM) became the first American to win the Scottish Six Six Days Trial held May 3-8 in Fort William, Scotland. Schreiber, Observed Trials World Champion in 1979, dropped 105 marks. He was followed by Toni Gorgot (Mon) at 123 and Eddy Lejuene (Hon) with 127. Americans Scott Head (Ita) and Curt Comer (Mon) received First Class Awards, honoring a placing in the top 50. Entry was restricted to 280 riders.

Despite some published reports of death, Maryland's Willie Crabbe remains alive in San Jose Hospital, as of presstime on Monday, May 10. However, he suffered a serious reversal on Sunday night and is being kept alive through life support apparatus. Right now, the motorcycling community can do little besides pray.

Usually reliable sources say that Wheelie King Doug Domokos will ink a contract with American Honda, probably within the next few days. Reportedly money is the main reason behind the switch. With the move to Honda, Domokos' act is scheduled to expand to include a Honda ATC.

HosPITal STOP: Motocrosser Lance Burgess crashed during 125cc Pro qualifying the day before the Yamaha Perpetual Gold Cup Series race at Roseburg, OR. He suffered a broken leg in the crash and is now recuperating at home. Cards and letters can be sent to him at 3991 Little Fairfield, Eureka, CA 95501.

Team Husky's Terry Cunningham took the overall at the Fool's Gold National Enduro May 9 in Alamo, CA, with a score of 4.183. Second went to Jack Penton (Kaw) with 4.229, and Cunningham's teammate Mark Hyde took third with 4.298. John Fero (Suz) was fourth with 5.313. Dave Bertram (Hus, 5.316), Mike Melton (Hus, 6.286), Jeff Irwin (Hon, 6.356), Fritz Kadlec (Kaw, 7.337), Jeff Henning (KTM, 7.396) and Kevin Hines (Hus, 8.340) rounded out the top 10. Coverage next week.

Jim Anderson (Yam) had a busy but prosperous day at the Woodland, WA, round of the Yamaha Perpetual Gold Cup Series May 9. He took the overall wins in both the 125 and 250cc Pro events. Chuck Sun rode to a 3-1 for the 500cc Pro overall and also entered the 125cc class, though he didn't fare as well in his first tiddler ride in more than a few years. Complete coverage next week.

The Battlestar has moved to a new spaceport. What we mean to say is that R.C. Engineering has picked up its whole operation and moved south to Orange County. The new address is 5781 Machine Drive, Huntington Beach, CA 92649. The new phone number is 714/898-6033.

Don Brymer's Bryar Motorsport Park and the National Media Group have signed a five-year contract to televise several Bryar events, starting with the annual Laconia Classic AMA National road race, run this year on June 19-20. The National Media Group focuses on sports productions such as the Indy 500 and the Kentucky Derby. They're based in New York City.

Due to the large volume of mail being received at San Jose Hospital for critically injured rider Willie Crabbe, his family has asked that such mail be forwarded to the American Motorcyclist Association, P.O. Box 141, Westerville, OH, 43081. There it will be bundled up, and sent on to San Jose, according to AMA's Bill Boyce.

Rokon is back on the scene. They're currently producing two models, the Ranger and Scout, both two-wheel drive, large-tire automatic transmission utility machines. Rokon is doing business at Route 202 North, Jaffrey, NH 03452, 603/532-8335.

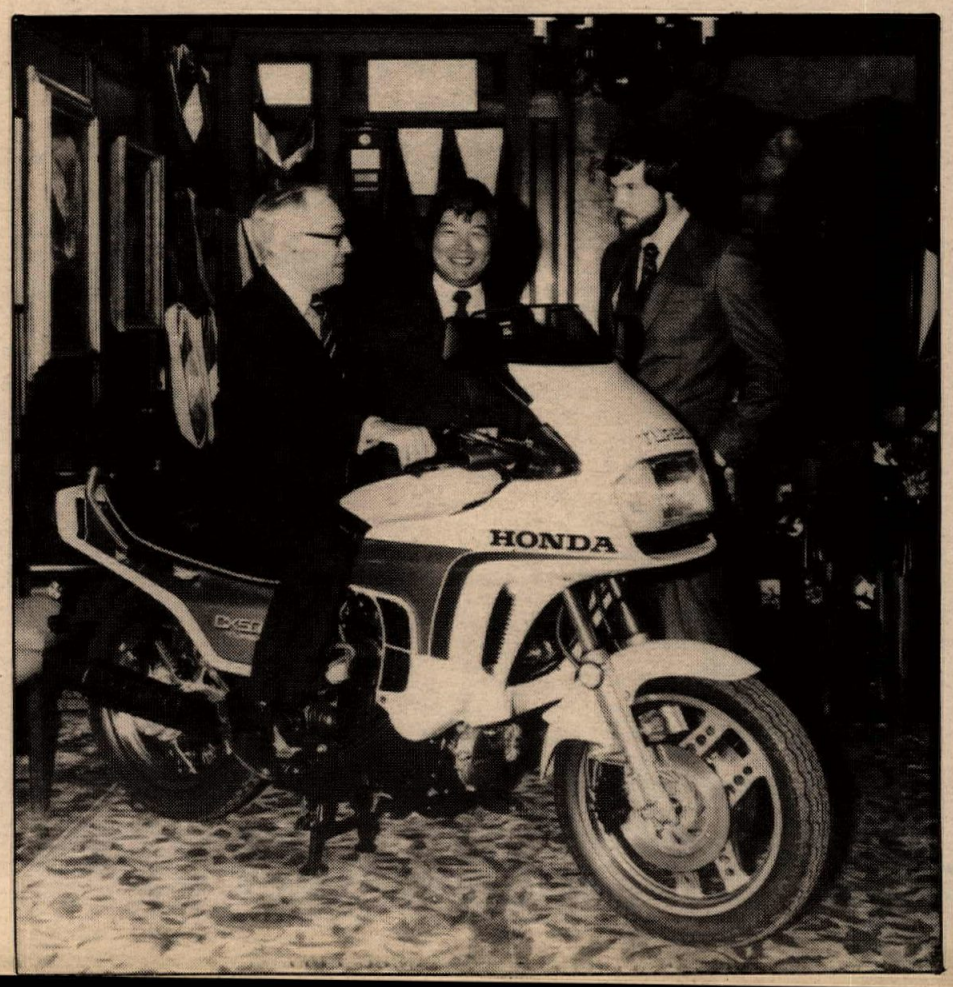
A few weeks back we reported that former NorCal speedway star Patrick Rooney was fighting for his life. Sadly, the fight ended Apr. 30 and Rooney passed away at the age of 31. He is survived by his parents, grandparents, and brother. The cause of death was liver failure. Godspeed, Patrick...

How would it sound if four European touring enthusiasts got together and decided to open a restaurant/cabin/campsite up in northern California scenic redwood forest area, as well as offering motorcycle rentals and organized tours? Sound great to Papa, and it's already happened. Double B's Mototel in Cazadero has a restaurant, six cabins and a campground. And, from April through October, they have organized tours of two- or three-week duration that cover much of the western United States. And they rent motorcycles. Interested? Drop a line to Double B's Mototel, P.O. Box 320, Cazadero, CA 95421, or call 707/632-5259.

The Women's Division winner at the recent Badgers M.C. hare 'n' hound was Diane Holeman, not Jolene Payne as the coverage, based on unofficial results, indicated.

The Great American Motorcycle Shows, which had a very good year this year, has released its 1983 schedule. It actually begins in 1982, at Atlanta (Dec. 31-Jan. 2, 1983). The other nine locations are Dallas/Ft. Worth (Jan. 7-9), San Diego (Jan. 14-16), San Francisco (Jan. 21-23), New York City (Feb. 4-6), Seattle (Feb. 11-13), St. Louis (Feb. 18-20), Chicago (Feb. 24-27), Washington, DC (Mar. 4-6) and Detroit (Mar. 18-20). Make a note that the Seattle

Against a backdrop of works by famed artists such as Renoir and Gainsborough, Malcomb Forbes, chairman and editor-in-chief of *Forbes Magazine*, takes delivery of a Honda CX500 Turbo. Making the delivery to Forbes, an avid enthusiast who owns more than 35 motorcycles, are American Honda representatives K. Fukatsu (center), vice president, national motorcycle sales; and Jon Row (right), senior research engineer.



We're startin like a brok

Last year, to everyone's surprise, Pee Wee Gleason broke the 750cc box-stock record by turning the quarter-mile in 11.99 seconds aboard a shaft-driven Yamaha Seca 750.

This year, to no one's surprise, Joe Yeager broke the 750cc super-modified record by turning the quarter-mile in 10.45 seconds aboard a shaft-driven Yamaha Seca 750.

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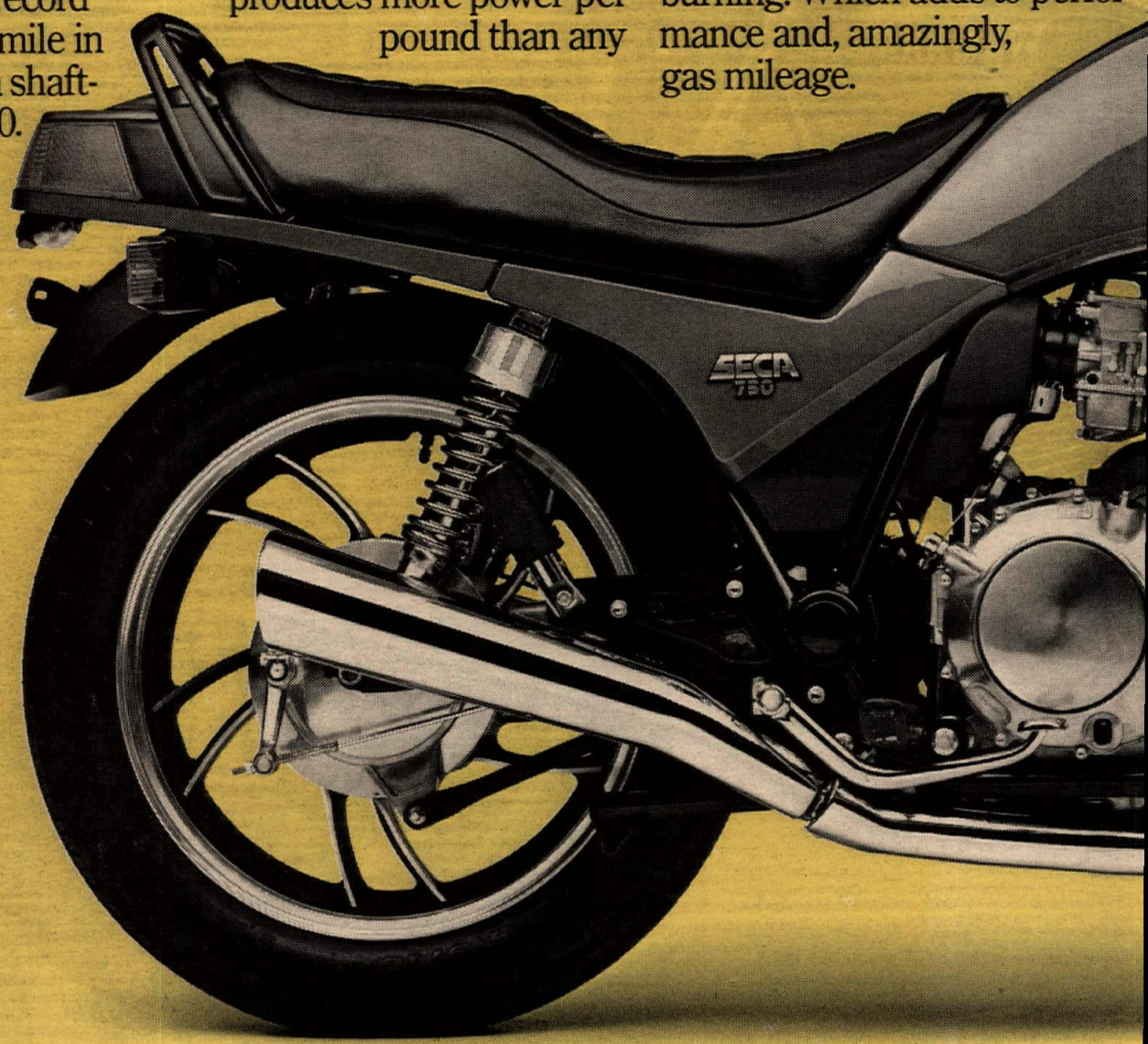
The Seca also comes with Yamaha's patented Induction Control System. By blasting the air-fuel mixture around the combustion chamber, it distributes the entire mixture evenly for complete burning. Which adds to performance and, amazingly, gas mileage.



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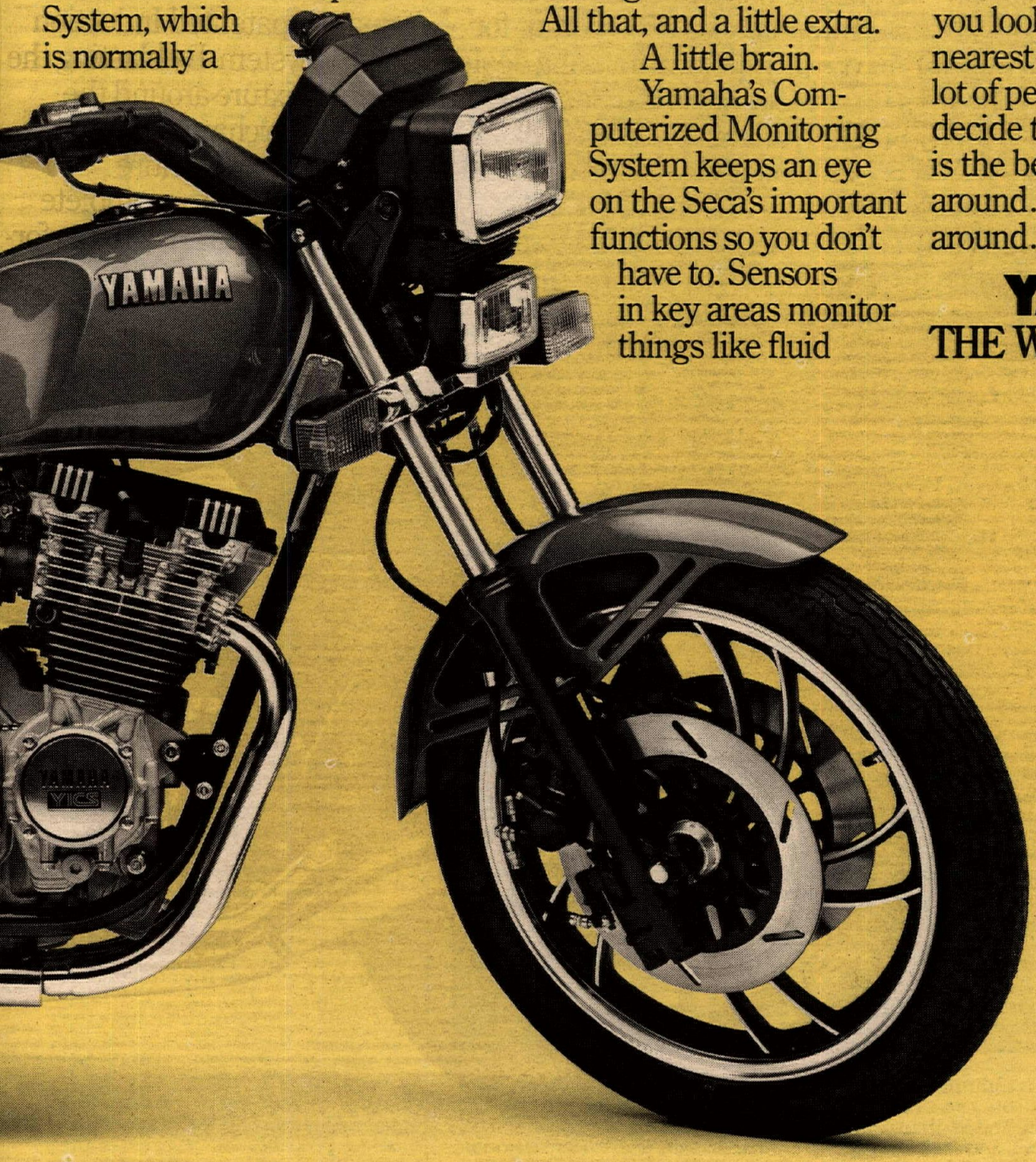

SPEEDWAY WEEK

(Top) Dave Sims, nearest camera, gasses it off the line in his Scratch heat, which included Mike Curoso, Dave DeTemple and Danny Becker, visible on the outside. None transferred to the main, however. (Below) Curoso leads a pack of riders out of the fourth turn.

The Third Division main was red-flagged with Bart Onasch in the lead position. On try number two, Onasch again took the early lead; this time there was no red flag. Second out was Ken Williams, third Phil Harmatiuk and fourth Mike Jones.

On the third lap, Onash still maintained his lead. However, Jones managed to move up through traffic from a distance fourth place to a close second. Harmatiuk was still third, and Williams was fighting to stay in fourth. At the finish, it was Onasch, Jones, Harmatiuk and Williams.

The Second Division main can be summarized in one word — Mazzacane. Mike led from the 10-yard line start to hold off Moose Kennedy at the finish. Mazzacane won this event here last week and one week ago at San Berdoo; you can be sure that this young man will be moving up fast. Kennedy worked his way through traffic to move inside Robin Bourgeois on the last lap to take over second; had there been one more lap Mazzacane may have been in trouble. Third was Dennis Abbott. Rick Miller finished fourth.

In the Handicap main event, riding from the 20-yard line, Kurt Strommer held first for three laps before he was passed by a streak of lightning, Dubb Ferrell.

Riding from back on the 40, Ferrell was unstoppable. By the second lap, Ferrell was in second place and challenging. Another 40-yard liner, Mike Faria, didn't exactly roll over and let Ferrell win. Faria took second place from Strommer on the fourth lap and finished there, unable to catch Ferrell. Although he had the lead for three laps, Strommer had to bear the burden of third place. Fourth was another northern California transplant, Eddie Ingels.

In the Scratch Main was Mike Bast, Gene Woods, Mike Faria and Dubb Ferrell. With all the riders staged, the crowd fell silent as Gene Woods' bike jumped forward, nearly breaking the tape. The crowd gave a sigh of relief as Gene was able to pull his front tire back across the starting tape causing no damage to the tape and thus staying in the race. There was a pause —then again Gene anticipated the gate. This time his guess paid off as he got probably the best gate of the year. Bast came out second and was unable to catch Woods, who led the entire race followed closely by Bast. Coming out third was Faria; however on the second lap, Ferrell passed him and finished third.

Next week John "The Cowboy" Cook will return from England.

TEN YEARS AGO

Roger DeCoster (Suz) won both muddy motos of the Austrian 500cc MXGP, topping Maico riders **Willi Bauer** and **Ake Jonsson.** Three Americans also rode in the race, and Maico-mounted **Bryan Kenny** turned in the best performance, posting an 11th overall. Husky riders **Bob Grossi** and **Mark Blackwell** both had their problems and neither finished the race.

Mark Brelsford (H-D) won the Ascot TT National for the second year in a row, leading home Triumph riders **Gary Scott** and **John Hateley.** The win served to bring Brelsford up to second in the point standings, 42 behind Yamaha's **Kenny Roberts.** In the Junior final, **Joe Brown** (Yam) led **Larry Geno** (Tri).

Evel Knievel, Olympia Beer and the California Moto-sport Club teamed up to present the $25,000 Snake River Motocross at Twin Falls, ID. All in all, over 700 riders competed. Yamaha teammates **Jimmy Weinert** and **Gary Jones** came out on top, besting the 250 and 500cc Expert classes, respectively. Trailing Weinert in the 250s were Jones, **Jim Pomeroy, Brad Lackey** and **Tom Rapp.** In the 500s, Jones led **Ron Bass, Rob Norgaard** and **Tim Hart.** In the 125cc Expert class it was a battle of CZs, with **Greg Robertson** winning over Lackey. **Bruce Sass,** Rapp and **Bill Silverthorn** comprised the rest of the top five in that race.

The night prior to the Ascot TT National featured the Yamaha Gold Cup half mile at Ascot. **Dave Aldana** (Nor) topped Gary Scott (Tri) in the Expert feature as **Steve Nichols** (Tri) and **John Gennai** (Yam) won the Junior and Novice mains.

Sal Peluso won both the 125 and 250cc Expert classes at a TT scrambles held at Dehesa Speedway in San Diego. In the same event, **Nancy Emde** won the Powder Puff class.

Don Emde (Yam) posted victories in both the 250 and 350cc GP classes at an AFM road race at OCIR. **Bob Endictott** also posted double wins, taking the Open Production and Open GP classes. **Steve McLaughlin** was the Superstreet winner, while **Reg Pridmore** and **Ken Green** piloted a Norton-powered chain to win the Sidecar race.

The World Road Racing Championship season opened at West Germany's Nurburgring track. The biggest surprise of the day came when Finn **Jarno Saarinen** and his works Yamaha easily defeated the three-cylinder MV Augusta of multi-time World Champ **Giacomo Agostini.** Ago did come back to win the 500cc class, although he could not match Saarinen's lap times. Another surprise winner appeared in the 250cc class, where **Heido Kanaya** (Yam) dusted off **Rod Gould** and **Barry Sheene.**

Speedway at Bakersfield saw two-time National Champ **Rick Woods** take the Scratch main over **Bill Cody. Billy Gray** won the Handicap main.

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Desert Hotline

Dan Ashcraft turned in a strong performance in winning the King of the Desert race. (File photo.)

Ashcraft wins King of the Desert race

By Ivan Summers
Photo by Norm Johnson

IMPERIAL VALLEY, CA, MAY 2
This king's subjects work the desert — on weekends. His crown says: "Bell" — no jewels. His robes fit tightly. His steed has a funny name: Husky. And he needs a shave — but king he is!

Dan Ashcraft made believers of riders and spectators as he roared to a spectacular wire-to-wire win in District 38's annual King of the Desert race. Our new monarch simply demolished a class field of desert racers as he built an amazing two minute lead on the first of five lumpy 30-mile loops with a 30-minute, seven second posting. You know we're talking fast when the rest of the guys have names like Larry Roeseler, Chuck Miller, Scot Harden, Chuck Stearns and Marty Smith!

D-38's Fudpucker Racing Team put on the chase for the king. It was also a points race for Pro riders. This may have caused a slight misunderstanding for the Pro people unused to the mass start — some of the Pro guys didn't see the green drop.

Ashcraft said "I was watching the guy with the sign when the bikes all around me started."

The first wave went King/Pros, and then experts, open machines through 125s. Then went the Amateurs and Novices — and dust. Early morning to beat the heat — but with no wind you don't beat the dust!

Thirty minutes later a tall plume of dust followed the speck of a flying rider onto the dry lake bed — it was Ashcraft! Around the little MX course, through the check, in for fuel and blasting away down pit row. Two minutes more and it was Miller, Roeseler, Harden, and Marty Smith, San Diego's international motocross star on a Honda 250, racing in the desert for but the fourth time!

It went this way the next couple of loops but with Smith closing some —at least on Miller. In fact Marty was trying to get his machine around Chuck on a high sided berm in front of the crowd, his bike nearly parallel with the ground, when he hooked up the banner in the rear wheel. It wound up like some giant window shade forcing a pit of a couple of minutes to unwind. This left Smith down by a couple of minutes to Miller with Harden, Roeseler, and Livingston not far back.

By the 90-mile point in the 150-miler, the lake bed was heating up. The temperature and the chopped-up course was doing a number on the riders and you could see fatigue as they came over the Suzuki jump by the home check.

As things progressed, some class battles were heating up. 125cc rider Bill Mattox trying to chase down Kurt Pfeiffer who was pitted with a flat and Ed Foland was flying around trying to nail the two leaders. It was eventually Mattox, with Foland second and Terry Strauwald in third.

Open Novice Dean Stockwell and Niels Manley were so close that it was the following day before it was determined that it was Manley who got the win.

Amateurs Brian Sanders, Andre Butcher and Steve Basin, riding Open bikes, put on a fine show and finished in that order.

About the dice Miller and Smith were having, Chuck had this to say of Smith: "I knew I was ahead of him on that fourth loop but I could hear him coming up on me in the sand hills about eight miles out. He passed me and then stalled out and I repassed him. A couple of miles further on he was coming again and he got by me in the air. I had to slow down and just watch — I couldn't believe it! How do you race against something like that?"

Larry Roeseler, who finished fifth, used no excuses; regarding a shoulder injury which kept him out of competition for over a month: "I went as hard as I could — it was the best I could do — I was real tired. The course was a monster the last two loops."

Ashcraft: "I lost power on the last lap. I think it was a cracked pipe — I had to make three passes at the sand hill. I guess I was lucky to hold on."

Smith was asked for his sentiments on racing the open desert as compared to the confines of short course motocross tracks: "I'm not too comfortable with the real high speeds these guys are going — in fact, I'm just plain scared!"

Old desert rivals Bill Saltzman and Monte Lee went at it for the full distance with the apparently bullet-proof Saltzman winning the Vet/King class. Lee was second and hard-riding Wayne Decklever a well deserved third.

Arizona Class 38 racer David Miller, on a roll following solo wins at Parker and San Felipe, won again here. Not far back was D-38 Senior star Cecil Hollenbeck.

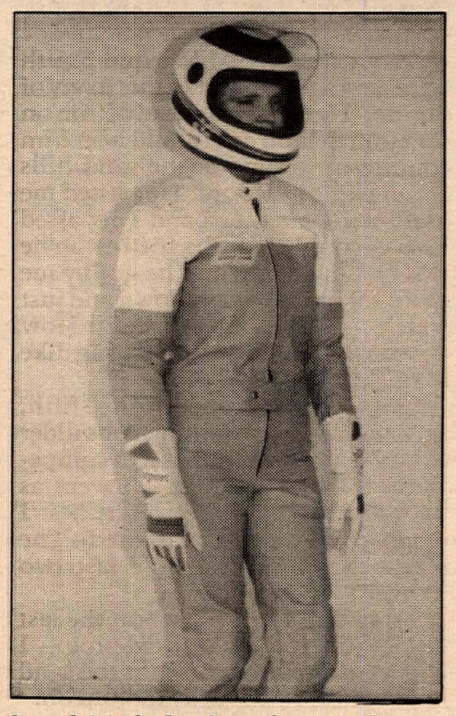
Keith Senn, riding in the 125cc Amateur class, got a big hand from the crowd for actually finishing and winning his class on an 80cc Yamaha.

Fudpucker/D-38 delivered! They had promised free beer — at least one to all thirsty finishers and so it was. Lending a considerable amount of class to the desert event was a VIP tent with a generous dispersal of VIP tags entitling the holders to a cold beverage or two or three to offset a hot day. They got right down to business with cash awards too. Minutes after the finish Chris Billings was handing out money to the winners — over $1000 to the new king Ashcraft. •

Results

OPEN KING/PRO: 1. Dan Ashcraft (Hus); 2. Chuck Miller (Yam); 3. Scot Harden (Hus).
250 KING/PRO: 1. Marty Smith (Hon); 2. Mike Miller (Hus); 3. Paul Eddy (Yam).
125 KING/PRO: 1. Bill Mattox (Yam); 2. Ed Foland (Kaw).
VET KING/PRO: 1. Bill Saltzman (Hus); 2. Monte Lee (Yam); 3. Wayne Decklever (Hus).
SR KING/PRO: 1. David Miller (Hus); 2. Cecil Hollenbeck (Hus).
OPEN AM: 1. Brian Sanders (Yam); 2. Andre Butcher (Yam); 3. Steve Basin (Yam).
250 AM: 1. Randy Byers (Yam); 2. Rick Dennison (Yam); 3. Larry Davis (Yam).
125 AM: 1. Keith Senn (Yam).
VET EX: 1. Don Kilgore (Hus); 2. Ed Mundy (Suz).
VET AM: 1. John Peterson (Hus); 2. Dane Wagner (Kaw); 3. Jack Clay (Hus).
SR EX: 1. Rodger Adsit (Yam); 2. Joe Finger (Hus).
OPEN NOV: 1. Niels Manley (Yam); 2. Dean Stockwell (C-A); 3. Ryan (Yam).
250 NOV: 1. Todd Kennedy (Yam); 2. Dean Osthoff (Suz); 3. Mike Bierman (Kaw).
125 NOV: 1. Kirk Hester (Suz); 2. Robert Pippin (Suz); 3. James Tucker (Suz).
SR NOV: 1. Ted Scott (Yam); 2. Dave Orozco (Yam); 3. Jim Vin Creck (Suz).
SPTSMN: 1. Tom Bass (Suz).

NEW PRODUCTS



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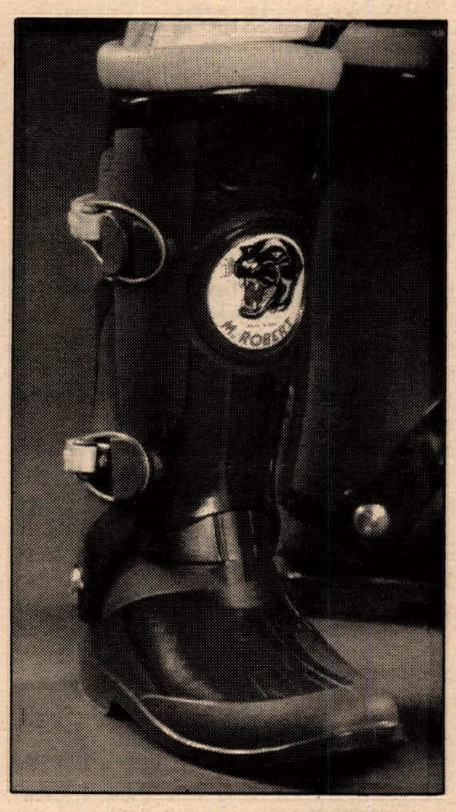

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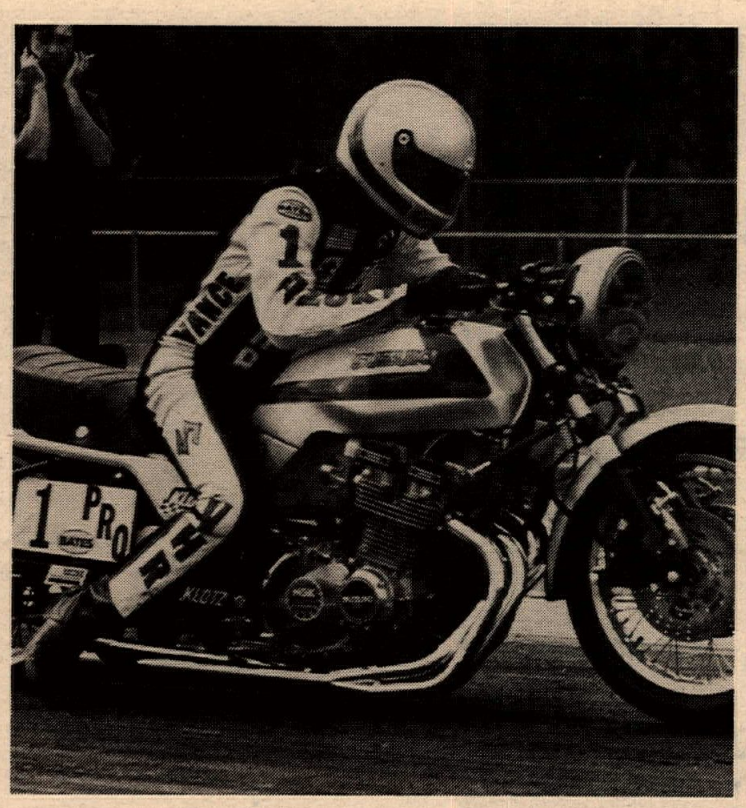
Vance & DYNA Win Again



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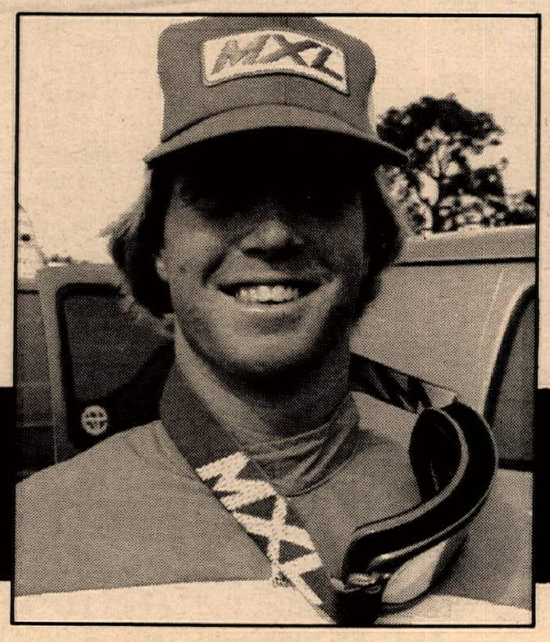

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Western hotline

Dennis Wooldridge won Corona's 250cc Intermediate class.

Myerscough hot as CRC Yamaha Dunestown Series hit Arroyo

By Lee Taylor

SAN BERNARDINO, CA, MAY 2

Racers met on Arroyo Cycle Park's twisty circuit for the second race of the California Racing Club's Yamaha Dunestown Series. The pot of gold, increased to $46,000 with Ceet Products certificates awarded to all Intermediate winners, and as usual, Yamaha gift certificates going to the top 50% of all sportsmen classes.

The 125cc Pro contest saw Brian Myerscough turn his American Honda mount loose and blast off the line and into the lead at the start of the first moto. Roger Henley, riding for Answer Products, eased his Suzuki into the shotgun position and stayed on top of Myerscough throughout the race. Myerscough lost no time in commanding a brilliant lead, down to the wire. McLeod Corporation's entry, Chris Howard, rounded out the top three runners, while Rob Engel, John Langhammer and John Drury engaged in a battle for fourth. Meanwhile, Myerscough was lapping riders left and right and Drury was on the gas, making his way into third by moto's end with Myerscough and Hensley finishing 1-2.

When the machines came to life for their second encounter, Howard was out in front and fighting to hold back Hensley. With Myerscough in third the pressure was intense. Hensley was holding his own and with Myerscough out for bear, Hensley made his move and took command. Halfway through the moto, though, Myerscough took over second and was within two bikelengths of Hensley. Soon after they were side by side over the whoops and up the hill and Hensley was barely hanging on to the lead. Myerscough finally made his move, slipping a wheel under Hensley on the back section for a double win on the day. Hensley took home the second place share of the loot and claiming third place money was Drury with a 3-4 ride. Howard held tightly to third for the moto.

When the 250cc Pros fired out of the gate, Curt McCuistion and his factory Kawasaki led the way only to find Yamaha ace John Whelchel burning up the turf and out for the lead. Whelchel slipped out in front, leaving McCuistion to duel with Andy Orescanian for second. A heavy dice went down between these two as they both fought to hold back Mike Shoemaker and his red hot Honda. "The Shoe" was hot and could not be held back as he breezed his way into the number two position and fought down to the wire to catch Whelchel.

The second time out of the gate McCuistion once again turned his green machine loose and by the end of the first lap had a comfortable lead. McCuistion found Team New Wave's Terry Ducker breathing down his jersey. Shoemaker was strong in third and from fourth on back it was absolute madness. Shoemaker galloped up into second as McCuistion fought to hold him at bay with three seconds separating them. Shoemaker went to the rail and assumed command until tumbling on the home stretch. Remounting in the nick of time, Shoemaker managed to hold onto second by the skin of his teeth with Richard Sands in third.

Coming home to top winners for the class was McCuistion and Shoemaker grabbed second place loot. Taking down the third place share of the pot was Sands with a superb 4-3 ride.

Results

60 NOV: 1. Dustin Evans (Yam); 2. Sean Blanchard (Yam); 3. Greg Wine (Yam).
60 INT: 1. Jason Collier (Yam).
60 EX: 1. Bubba Erickson (Yam); 2. Steven Kotajarvi (Yam); 3. Alvin Matthews (Yam).
80 BEG: 1. Lenny Guyett (Yam); 2. Dan Barnett (Yam); 3. David Farris (Yam).
80 NOV: 1. Chris Cole (Suz); 2. Jeff Mabery (Kaw); 3. Jason Davenport (Yam).
80 INT: 1. John Gersjes (Kaw); 2. Greg Flanagan (Kaw); 3. Wade Bone (Yam).
80 EX: 1. Rick Hemme (Suz); 2. Larry Brooks (Yam); 3. Bob Moore (Kaw).
100 BEG: 1. Chris Cole (Suz).
80 NOV: 1. Jason Davenport (Suz).
80 INT: 1. Greg Flanagan (Kaw).
125 BEG: 1. Mike Morrison (Suz); 2. Paul Wright (Suz); 3. Matt Dunlap (Suz).
125 NOV: 1. Steve Cardillo (Yam); 2. Jason Prater (Kaw); 3. Joseph Crouch (Suz).
125 INT: 1. Sam Storer (Kaw); 2. Jason Rincon (Kaw); 3. Chris Taylor (Kaw).
125 PRO: 1. Brian Myerscough (Hon); 2. Roger Hensley (Suz); 3. John Drury (Hon).
250 BEG: 1. Ricky Diskin (Hon); 2. Jeff Aubery (Yam); 3. Chuck Coiner (Suz).
250 NOV: 1. Dan Goettling (Suz); 2. Jeff Frye (Hon); 3. Randy Knox (Yam).
250 INT: 1. Randy Morales (Yam); 2. Chris Fleming (Suz); 3. Derek Borg (Yam).
250 PRO: 1. Curt McCuistion (Kaw); 2. Mike Shoemaker (Hon); 3. Richard "Sandman" Sands (Suz).
OPEN BEG: 1. Brian Brown (Yam); 2. George Andrews (Hus).
OPEN NOV: 1. Garrie Turcotte (Yam); 2. Karl Holmberg (Yam).
OPEN INT: 1. Randy Morales (Yam); 2. Shawn Lane (Mai); 3. Chris Mallory (Mai).
OPEN PRO: 1. Jim Holley (Yam); 2. Tim Locey (Yam); 3. Tracy Oswell (KTM).
VET JR: 1. Alan Gerkey (Suz); 2. Glenn Worrall (Yam); 3. Jay Hattabaugh (Suz).
VET INT: 1. Joe Broussard (Suz); 2. Gary Clark (Suz); 3. Milt Muller (Mai).
VET EX: 1. Ken Ratzloff (Mai); 2. Bob Dunham (Yam); 3. Gary Willison (Mai).

Corona MX

By Kit Palmer

CORONA, CA, APR. 30

One Corona MX class that attracts the most entrants is usually the 125cc Beginner class. That was the case tonight when a total of 32 riders signed up to do battle. Since there is only enough room for half that many on the starting line, the class had to be split up into two divisions. With 16 Beginners jamming into the first turn, the action can be pretty hairy.

At the start of the first moto of division one, it was Mike Brase (Kaw) who had control of the lead at the first lap. Hammering down on Brase was Richard Fernandez (Suz), Jim Smith (Suz) and Rick Tahow (Suz). Midway through the race, Brase gave up the top spot after he dropped back to fifth. Fernandez then inherited the lead and ran away with the win. Smith took second, while Tahow and Eddie Ortega (Yam) settled for third and fourth.

When the 16 riders entered the first turn at the start of the second moto, only four of them managed to make it to the second turn safely. A gigantic first-turn pile-up caused a second moto restart.

The second start went much smoother, only four riders went down, but they quickly recovered to continue. It was again Brase who stole the lead followed by Dale Bollin (Kaw) and Tahow. Brase went on to roost his way to victory while Ortega worked his way into second. Tahow settled for third.

In division two, Larry Moroles (Yam) claimed victory after he rode to two flawless wins. Allen Moore had to pick his way through the pack in both motos to combine a 3-2 score for second overall. A 2-4 tally gave Steve Opennal (Yam) third while Rick Spooner (Yam) took fourth.

Suzuki support ride Don Griewe continued to tear up the competition in the 250cc Pro class, easily caging the win each time out. Griewe's closest competitor was Yamaha of Pomona's Jack Scott (Yam). Suzuki of Riverside's Dave Pettigrew (Suz) scraped up two thirds for third.

Scott Wilkinson (Suz) came out on top of the 125cc Pro class after tangling with Suzuki West's Craig Dale (Suz) and Dale's Modern Cycles' Randy Yetto (Yam) all night long. Wilkinson took second in the first moto and won the all-important second go around.

Garner Tarlow took his Suzuki to the winner circle after he combined a 1-1 score in division one of the 250cc Beginner class. Tarlow led start to finish in both motos for a commanding win.

In division two, Dave Greene (Yam) came out victorious after he posted a 3-1 score. Brian Georts (Suz) combined consistent two's for second.

In the little guys class, the Pee Wees, it was Dan Balam who cruised to victory after winning both motos. Kayle Leogrande (Yam) took a fourth in the first moto and a second in moto two to capture second overall. A 3-3 combination gave Judd Slanlan (Yam) third, while David Ochoa (Yam) settled for fourth.

Results

PEE WEE: 1. Dan Balan; 2. Kayle Leogrande (Yam); 3. Judd Slanlan (Yam).
MINI BEG DIV 1: 1. Jason Collier (Suz); 2. Larry Sayeg (Yam); 3. P.W. Clark (Yam).
MINI BEG DIV 2: 1. Billie Paugh; 2. Dale Stone (Hon); 3. Donny McGlaughlin (Yam).
MINI NOV: 1. Bart Rett; 2. Alez Mansfield (Kaw); 3. Sean Deluenne (Kaw).
MINI INT: 1. Roger Ebling (Kaw); 2. Tom Combs (Kaw); 3. Gary Dent (Yam).
125 BEG DIV 1: 1. Eddie Ortega (Yam); 2. Rick Tahow (Suz); 3. Jim Smith (Suz).
125 BEG DIV 2: 1. Larry Moroles (Yam); 2. Allan Moore (Hon); 3. Steve Odennal (Yam).
125 NOV: 1. Ernie Townsend (Yam); 2. Ron Jacobs (Suz); 3. Kenny Gerry (Yam).
125 INT: 1. Steve West (Kaw); 2. Bruce Harerow (Suz); 3. Paul Herman (Kaw).
125 PRO: 1. Scott Wilkinson (Suz); 2. Craig Dale (Suz); 3. Randy Yetto (Yam).
250 BEG DIV 1: 1. Gardner Tarlow (Suz); 2. Rick Drummond (Kaw); 3. Geoff Pittser (Hon).
250 BEG DIV 2: 1. Dave Greene (Yam); 2. Brian Georts (Suz); 3. Bob Michael (Yam).
250 NOV: 1. BEn Chollar (Hon); 2. T. Duke (Hon); 3. Rick Hoffmann (Hon).
250 INT: 1. Dennis Wooldridge (Hon); 2. Pat Schreffler (Hon); 3. Rick Vanderham (Yam).
250 PRO: 1. Don Griewe (Suz); 2. Jack Scott (Yam); 3. Dave Pettigrew (Suz).
500 BEG: 1. Troy Saunders (Yam); 2. Jeff Bragia (Yam); 3. Peter Guy (Suz).
500 NOV: 1. Scott Pangburn (Yam); 2. Dave Blosser (Yam).
500 INT: 1. Dean Wilkinson (Hon); 2. Ron Lawson (Mai); 3. Paul Schreffler (Hon).

Tripes, Rhyan dominate CMC Carlsbad

By Myron Hemley

CARLSBAD, CA, APR. 25

Mike Tripes dominated both motos of the 250cc Pros on his new Pro Circuit Husky, and Steve Rhyan took two outstanding come-from-behind wins in the Open Pros at the Continental Motosports Club Carlsbad MX today.

In the first moto of the 250cc Pros, Mark Howell took the holeshot ahead of a 19-rider field with Curt McCuistion, Jim Odle, Eric Baker and Pete Murray all in tow. Howell led throughout the first lap, till he met up with the awesome Devil's Drop were he gave it a little too much gas and nosed over the bars at the bottom.

McCuistion quickly moved into the lead with Odle second, Baker third, Murray fourth, Doug Bowers fifth and Mike Tripes sixth. Baker passed Odle for second, and Tripes moved into fourth, passing Bowers and Murray on the second lap. On the next lap, Tripes passed Odle for third and was closing fast on Baker when Baker stalled going over "The Ledge", dropping back to fourth.

Tripes diced with McCuistion for a lap before passing him for the lead on the sixth lap. On the same lap, Baker passed Odle for third, and Howell passed Murray for fifth, which he held for only half a lap, when he fell, dropping out of the top 10 for the second time.

Once Tripes was in front, he made his Husky fly to open a quick lead. Baker closed the five second gap between second and third, passing McCuistion on the downhill of lap 11. Tripes boasted a 14-second lead

for the win. Baker held a comfortable second over McCuistion with Odle, closing fast, in fourth and Murray fifth.

In the second moto, Murray took the holeshot, but that was all. Tripes quickly took over the lead in the horseshoe. By the end of the first lap, Tripes was holding a four-second lead over Howell, Murray, McCuistion and Baker. Murray dropped back to fifth when he was passed by McCuistion on the second lap and Baker on the third.

McCuistion and Baker started dicing for third on the sixth lap, and two laps later they caught Howell and turned it into a three-way battle for second. Baker passed McCuistion on the ninth lap for third and Howell on the 10th for second. After a 10th-place start, Bill Glore moved into fifth when Murray fell, dropping out of the top 10. Tripes held onto another comfortable lead for his second win of the day over Baker, Howell, McCuistion and Glore.

After the first lap of the 500cc Pros, Kevin Davis was holding the lead over Mike Tripes, David Gerig (Hus), Bill Jewell (Mai) and Billy Grossi (Hus). Gerig passed Tripes for second, Grossi and Ted Hoyt passed Jewell for fourth and fifth. Grossi passed Tripes at the start of the third lap, and Ryan moved into sixth after falling at the start.

Halfway through the third lap, Gerig took over the lead when Davis went down a the bottom of the downhill, dropping back to fifth ahead of Rhyan. On the fifth lap, Grossi passed Gerig for the lead, and Hoyt dropped to sixth when he was passed by Rhyan and Davis. Rhyan then moved into third when Tripes slid out and remounted in fifth.

On the 10th lap, Rhyan passed Gerig for second, and John Finkledey passed Tripes for fifth. The white flag came out with Grossi leading Rhyan by two bikelengths. They went up over "The Ledge" side by side, and when they came out from behind the trees, it was Rhyan leading and not looking back. He held on for the win over Grossi. Finishing third was Gerig, Finkledey fourth, who also made a last lap pass over Davis, and Tripes sixth.

In the second moto, Grossi held the lead over Davis, Finkledey, Tripes, Rhyan and Gerig. Rhyan passed Tripes on the second lap for fourth, and Finkledey moved into second on lap three. On the seventh lap, Rhyan moved into second, passing Finkledey in the horseshoe, and started his charge for Grossi. Davis took over third when he passed Finkledey on lap 10. Two laps later, Rhyan took over the lead for the second time of the day, passing Grossi on the backside. Rhyan held on for a perfect 1-1 day with Grossi second, Davis third, Finkledey fourth, Tripes fifth and Gerig sixth.

Results

MINI JR: 1. Kevin Valerti (Hon); 2. David Utley (Yam); 3. Chris Head (Yam).
MINI INT: 1. Terry McClure (Yam); 2. Frank Brundage (Kaw).
OT JR: 1. Howard Davis (Mai).
VET MASTER: 1. Bob Totter (Suz).
125 JR: 1. Rory Cherouth (Suz); 2. David Krork (Hon); 3. Scott McGregor (Suz).
125 INT: 1. Roger Hayes (Suz); 2. Kevin Kotas (Suz); 3. Mitch Palmer (Hon).
125 PRO: 1. Ron Lechein (Yam); 2. Pat Hubbs (SUz); 3. Terry Murray (Suz).
250 JR: 1. Chris Goshan (Suz); 2. Kevin Hall (Suz); 3. David Inkel (Yam).
250 INT: 1. Lonny Falcum (Hus); 2. Brian Showalter (Hon); 3. Phil Unskens (Yam).
250 PRO: 1. Mike Tripes (Hus); 2. Eric Baker (Hon); 3. Curt McCuistion (Kaw).
500 JR: 1. Bob Totten (Suz); 2. Roger Dufer (Yam); 3. Mark Smith (Yam).
500 INT: 1. Leland Bacon (Suz); 2. Frank Ruff (Yam); 3. Tim Henderson (Hon).
500 PRO: 1. Steve Rhyan (Hon); 2. Billy Grossi (Hus); 3. Kevin Davis (Hon).

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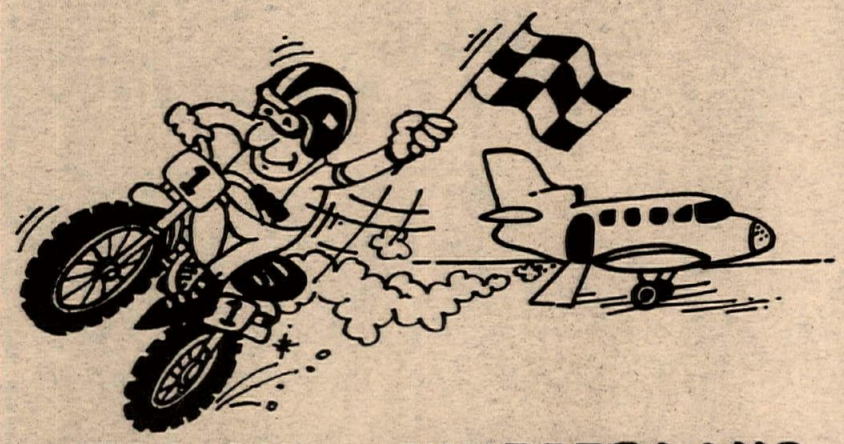

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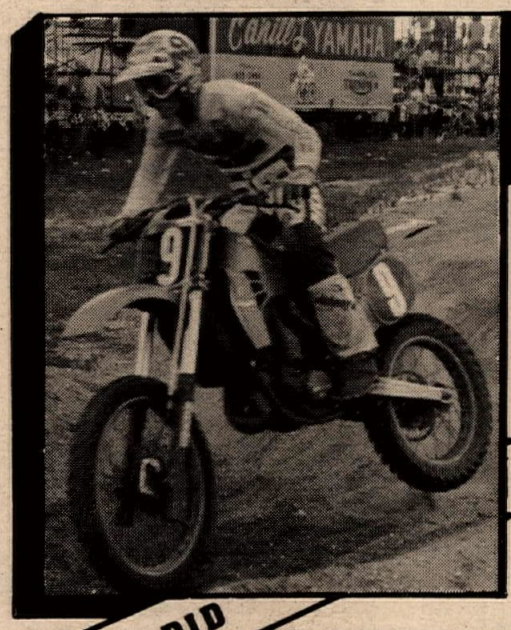

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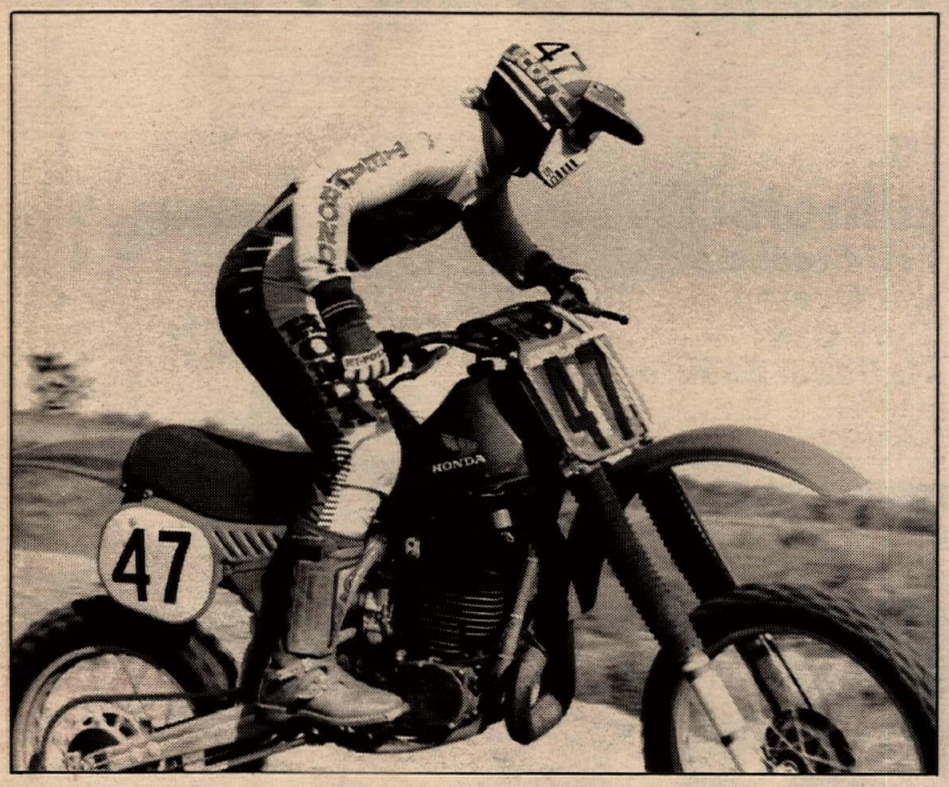
(Above) Roger Hensley won the 125cc Pro class as CRC's Dunestown Series hit Edwards AFB. (Below) Phil Larson took the Open Pros.



Hensley, Tarantino, Larson excel at Edwards MX

By Terry Rezek
EDWARDS AFB, CA, APR. 25

California Racing Club moved its Yamaha-sponsored Dunestown series to Edwards Air Force Base's long, well-prepared track with plenty of support. The Air Force people really get behind this event and the base club, the Desert Wheels, does a fine job of coordinating. Plenty of safety personnel (including security police enforcing the base's strict helmet law), ambulances with medical facilities less than two miles away, complete radio coverage, an active water truck, wildflowers and a food concession — I mean, what more could you want?

Roger Hensley didn't want for much in moto one of the 125cc Pros. He came off the start line in the lead and went in search of the finish line, leaving everyone else to fight for what was left. Doug Gentry had second off the start with Donnie Best right behind him. By lap two, Gentry had disappeared, and Greg Taylor had gotten past Best to momentarily take second. On lap three, two good battles had formed — Best and Taylor were having at it for second, and A.J. Whiting and Gary Bowman were arguing over what would eventually become third.

Bowman made a good inside pass and could now move up to make it a three-way fight for second. Bowman and Taylor took each other out, and Best moved into second, immediately putting some air between himself and Whiting who had inherited third. That was the story for the remaining laps: Hensley almost one-half lap in the lead. Best second and Whiting third.

Moto two was an instant replay for Hensley — grab the holeshot, open up an untouchable lead and go for the gold. This formula left everyone else biting and scratching for second place. On the first lap, John Langhammer and Jim "Too Short" Simons were right behind Hensley. Simons went high on the outside going into a turn and shot back to the inside, blowing by Langhammer to take second. Seconds later, Gary Bowman went past Langhammer also, and they both closed in on Simons. By lap three, Bowman arrowed past Simons to occupy second for a while.

Mike Larsen started a late charge in this moto. He found himself right behind Bowman in the later laps, and when Bowman went down hard enough to retire, he was happy to inherit second and keep it.

Louie Franco also had better luck in this moto and worked hard to get to third. On the last lap, he went down only a few turns from the finish and lost a place. Bouncing up and firing up his bike, he made a great charge and regained third just before the finish.

The turnout for the 250cc Pro class was as large as many of the sportsman classes and, like them, had to be run in two divisions. The top seven from each division went on to a main event in the second set of motos. The remainder ran a consolation event later in the day and the top four from that also advanced to the main. With what was essentially two separate races on the track on the same time, scoring got a little hectic.

The start of the first moto of the 250cc Pros was hectic, too. Scott Manning bolted out of the gate like a beestung racehorse, but he was barely inches ahead of Brian Chereshkoff. Richard Sands pulled the same maneuver on Division Two with Jim Tarantino and Beaver Ellis shadowing him. First, second and third in each division stuck together through the first lap. On lap two, Tarantino set Sands up to the outside in a tight turn, came out even and out-powered him over a jump to take the lead of Division Two.

In Division One, Manning and Chereshkoff were still leading and John Whelchel was really pressuring Chereshkoff for second and got it near the end of lap two. Very soon after the start of lap three, Whelchel made a great inside pass to get by Manning and moved into the lead to stay. Manning hung onto second for the rest of the moto. The same was happening in Division Two. Tarantino continued to extend his lead to take the win, and Sands remained in second.

The main event was as explosive as the first. This time Tarantino did the exploding as he took the holeshot and went wire to wire for the win and first place money. Nev Laborde led the horde behind Tarantino with Sands and Manning keeping him hopping. Whelchel had an unfortunate start, but was beginning to make up for it and immediately started picking off riders. By lap two, Sands was in second and Whelchel had moved to fifth. On each of the next two laps, Whelchel moved up one position.

By lap five, Sands and Whelchel were in a fur-flying fight for second. Looking for an inside straight, Whelchel would go faster and deeper into the corners, but Sands seemed to have better acceleration coming out. Whelchel never let up, and his persistence finally won him the second spot and number two money. He tried to catch Tarantino, but that wasn't possible in the remaining time.

Phil Larson grabbed an instant lead in moto one of the Open Pro race and dominated that moto, adding a few seconds to his lead with every lap. Factory rider Chuck Sun was immediately behind his Honda support teammate, but Larson was untouchable. By lap two, Tim Locey was in third and Jim Holley was fourth. Locey slipped out in the next lap, and Holley moved up to third with "Hoot" Gibson catching fourth. Sun began having bike troubles, and Holley wasted no time in snatching second. Sun eventually pulled off the track and DNF the moto. Holley valiantly set off after Larson, but there was no catching the distant leader. Locey locked into third and stayed there to the finish.

Tracy Oswell got the jump on the crowd in moto two; Larson was second, and Sun was crowding Larson. Larson relieved the pressure by taking over the lead on lap two, leaving Sun to shine on Oswell. Sun and Oswell went into a tight corner together, but Oswell was a little too high on the soft, sandy berm and dropped over the edge. He recovered quickly, but Sun and Holley shot by. Holley thought that was such a good idea that he began leaning on Sun and finally out-dragged him through some deep whoops on the bottom of the course.

By that time, Larson was 200 yards ahead and still adding distance. Holley knew there was at least another four laps to go and set out on a frantic chase of Larson. The pace was a bit too furious, and Holley lost it in a uncontested turn, allowing Sun and Locey to move up to second and third with Oswell at fourth. Holley was up in fifth and was only able to maintain that in the time remaining. That was good enough for third place money for the day. Larson, of course, took first, and second overall went to Locey.

Results

60 NOV: 1. Sean Blanchard (Yam); 2. Joel Tokarsky (Yam).
60 EX: 1. Bubba Erickson (Yam); 2. Steven Kotajarvi (Yam); 3. Alvin Matthews (Yam).
80 BEG: 1. David Thatcher (Yam); 2. Marvin Gaye (Kaw); 3. Matt Winke (Yam).
80 BEG DIV 1: 1. Danny Bennett (Yam); 2. Jeff Clark (Yam); 3. Jimmy Ryder (Suz).
80 NOV: 1. Curt Trimble (Yam); 2. Jeff Mabery (Kaw); 3. Scott Murphy (Yam).
80 INT: 1. Mouse McCoy (Hon); 2. John Gerjes (Kaw); 3. Shane Trittler (Suz).
80 EX: 1. Rick Hemme (Suz); 2. Eddie Hicks (Yam); 3. Jeff Barbacovi (Yam).
125 BEG DIV 1: 1. Jeff Segale (Suz); 2. Mike Morrison (Suz); 3. Matt Dunlap (Suz).
125 BEG DIV 2: 1. Blazin' Bambino (Kaw); 2. Tom Terramani (Yam); 3. Dennis Burns (Yam).
125 NOV DIV 1: 1. Bruce Armstrong (Yam); 2. David Antillon (Yam); 3. Mitch Breuer (Suz).
125 NOV DIV 2: 1. Steve Cardillo (Yam); 2. Perry Frolich (Yam); 3. Dean Kokinda (Yam).
125 INT DIV 1: 1. Dave Moore (Yam); 2. Jerry Anker (Yam); 3. Marco Folchi (Hon).
125 INT DIV 2: 1. Nick Young (Yam); 2. Jeff Black (Yam); 3. Donnie Dearman (Yam).
125 PRO: 1. Roger Hensley (Suz); 2. Jim Simons (Yam); 3. Mike Larson (Hon).
250 BEG: 1. Colin Ryan (Yam); 2. Jeff Augery (Yam); 3. Brad Halfon (Yam).
250 NOV: 1. Don Goettling (Suz); 2. Kris Barker (Yam); 3. Ray Groom (Hon).
250 NOV DIV 1: 1. Dean Kassel (Yam); 2. Joe Galipo (Yam); 3. Andy Barth (Yam).
250 INT DIV 1: 1. Mark Clark (Yam); 2. Randy Owen (Suz); 3. Reggie Lamson (Suz).
250 INT DIV 2: 1. Chuck Penny, Jr. (Suz); 2. Tim Canby (Yam); 3. Chris Fleming (Suz).
250 PRO: 1. Jim Tarantino (Hon); 2. John Whelchel (Yam); 3. Bill Ouellette (Suz).
OPEN BEG: 1. George Andrews (Hus); 2. Mike Burns (Yam); 3. Brian Brown (Yam).
OPEN NOV: 1. Garrie Turcotte (Yam); 2. Randy Knox (Yam); 3. Roger Gauvin (Hon).
OPEN INT: 1. Randy Morales (Yam); 2. Shawn Lane (Mai); 3. Mike Edmonds (Yam).
OPEN PRO: 1. Phil Larson (Hon); 2. Tim Locey (Yam); 3. Jim Holley (Yam).
VET JR: 1. Alan Gerky (Suz); 2. Fernando Gonzales (Yam).
VET INT: 1. Joe Broussard (Suz); 2. Jim Draves (Hus); 3. Milt Muller (Mai).
VET EX: 1. Ken Ratzloff (Mai); 2. Lee Johnson (Yam); 3. David Rogers (Hus).

DeAnza sun tan tune-up to Gonzalez

By Kit Palmer

SUNNYMEAD, CA, MAY 2

There were many riders at today's motocross at DeAnza Cycle Park. Most were preparing for the opener of the Hawaiian Get-away series.

At the start of the first 250cc Intermediate moto, Circle City Honda's Pat Schreffler (Hon) shot into the lead. Schreffler had to contend with Greg Piorkowski (Kaw), Gonzalez and Pat Delligatte (Hon). However, Schreffler's lead lasted only two laps before he went down, handing the top spot to Piorkowski.

By the time Schreffler recovered, he found himself in the back of the pack. Piorkowski had quickly extended his lead while Gonzalez began to battle his way through the ranks. Gonzalez, with only four laps remaining, took the second position away from Delligatte. Fatigue began to become a reality for Piorkowski after his lead started to get slimmer and slimmer. On the white flag lap, Gonzalez saw his chance and zapped Piorkowski for the lead. The win went to Gonzalez while Piorkowski, Delligatte and Steve Braseny (Suz) followed.

When the gate dropped for the second moto, Gonzalez rocketed into the lead chased by Delligatte, Piorkowski and Schreffler. The tardy award goes to Braseny after he started the race by his truck in the pits. Delligatte managed to stay within striking distance of Gonzalez, but he could not find a way to get by. Halfway through the moto, Schreffler dropped out, surrendering the fourth spot to Pete Vetrano (Hon). At the checkered flag Gonzalez managed to keep his narrow lead for the win. Delligatte followed in second while Piorkowski and Vetrano took third and fourth.

Pro action in both the 125 and 250cc classes produced some very exciting battles, right down to the wire. In the 125s, Suzuki of Riverside's Donnie Sigrist (Suz) came out on top after battling with first moto victor, Dale's Modern Cycles' Richard Hoffman (Yam). But in the deciding second moto, it was Sigrist who held back Hoffman's charge to take the win and overall. Third went to Joey Gutierrez (Suz).

In the 250 and Open combined Pro class, it was Yamaha of Indio's Craig Gormley who grabbed the early lead at the start of moto one while Riverside Suzuki's Eddie Michetti (Suz) and Keith Williamson (Yam) pursued. Michetti's chances of winning ended early after he washed out, although, Michetti did manage to regain second by the end of the moto.

Moto two saw Michetti grab the lead chased by Gormley. The two were neck and neck for about a third of the race, but Michetti wrenched his hand while saving himself from endoing. Michetti dropped out handing Gormley an easy victory.

Donnie Sigrist leads the DeAnza 125cc Pros.

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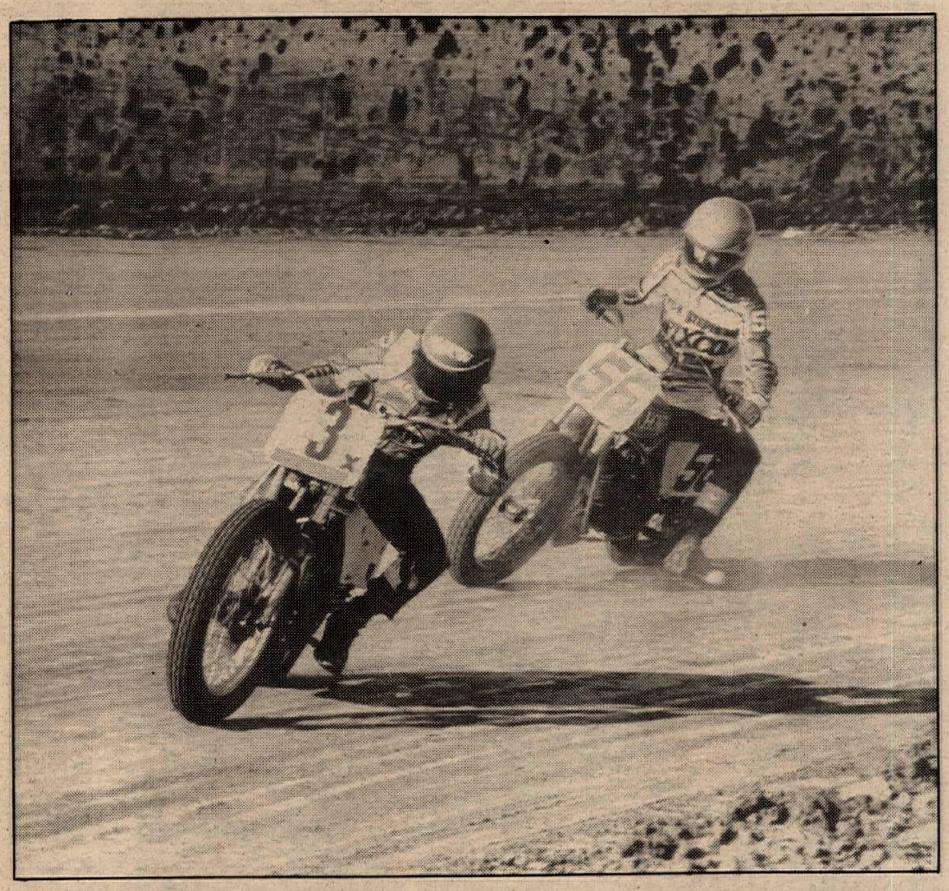

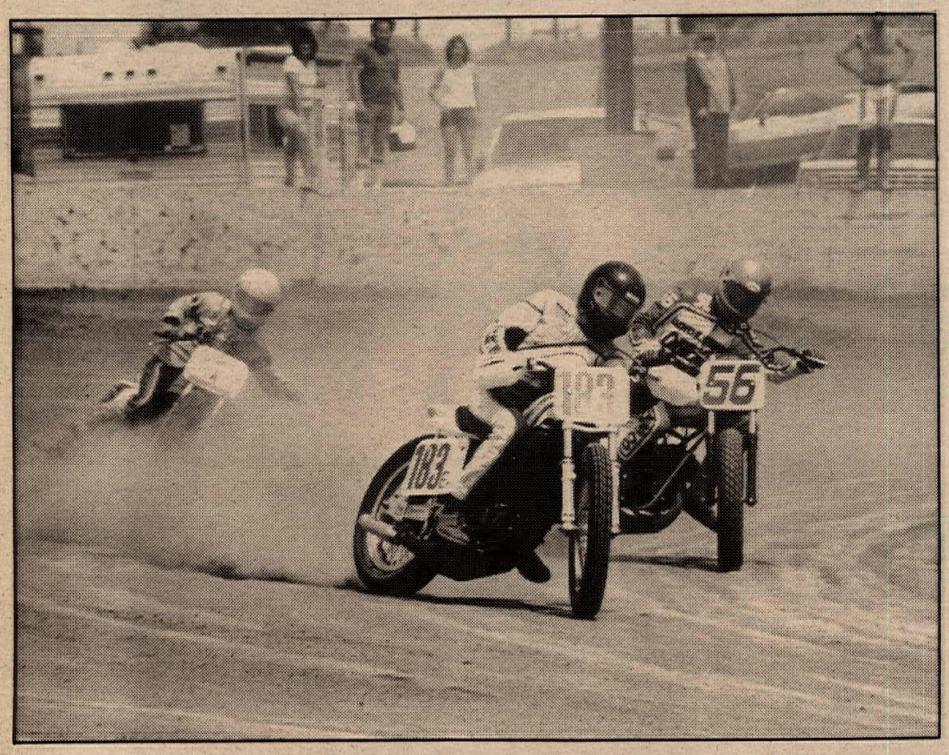

(Top) Roger Thompson heads up Dave Bradley in Corona's 250cc Money race. (Above) Darren Hulbert leads Bradley in the short track.

Reynard Rice took his Yamaha to victory in the Open Novice class after he combined a 2-1 score. Taking second to Rice was Greg Roberg (Yam) after he tallied a consistent 3-3 finish. A 1-5 total gave Mike Carlo (Mai) third while Scott Paul's (KTM) 5-2 score captured fourth.

Results

PEE WEE: 1. David Ochoa (Yam); 2. Josh Barker (Ita); 3. Chris Moore (Suz).
PEE WEE: 1. Scott Putnam (Yam); 2. Judd Scanlan (Yam).
PEE WEE: 1. Wesley Klein (Yam); 2. Dana Wiggins (Hon); 3. Dannie Balon (Yam).
MINI BEG: 1. Walter Arnendariz (Suz); 2. Anthony Magallanes (Suz); 3. Todd Wensel (Suz).
MINI INT: 1. Miek Fitzgerald (Hon); 2. Chad Barnes (Kaw).
125 BEG: 1. Mike Magallanes (Yam); 2. Chris Dominguez (Yam); 3. Richard Moerke (Kaw).
125 NOV: 1. L.arry Benedict (Yam); 2. Scott DeLameter (Yam); 3. Mike Cooper (Suz).
125 PRO: 1. Donny Sigrist (Suz); 2. Richard Hoffman (Yam); 3. Joey Gutierrez (Suz).
250 BEG: 1. Steven Johnstone (Suz); 2. Robert Simons (Yam); 3. Jim Meng (Yam).
250 NOV: 1. James Cogley (Yam); 2. Ruben Alvarado (Suz); 3. James Alexander (Suz).
250 INT: 1. Vincent Gonzalez (Suz); 2. Pat Delligate (Hon); 3. Greg Piorkowski (Kaw).
250 PRO: 1. Craig Gormley (Yam); 2. Keith Williamson (Yam).
OPEN BEG: 1. Tim Harlow (Yam); 2. Tom Flynn (Yam).
OPEN NOV: 1. Reynard Rice (Yam); 2. Greg Roberg (Yam); 3. Miek Carlo (Mai).
OPEN INT: 1. Ron Lawson (Mai); 2. John Sarrail (Yam); 3. Mark McHulty (Mai).
VET JR: 1. Ken Warren (Hon); 2. D.J. Kokos (Hus).
VET SR: 1. Ed Michetti (Suz); 2. Paul Wilde (Yam).

200 turn out for Corona triple header

By Elaine Jones

CORONA, CA, APR. 25

Ideal summer weather greeted the 200 plus entries that turned out today for the first triple header of the season at Corona Raceway. Among those on hand were some boys from Oklahoma out for the Ascot season, and they were ready to race.

The first confrontation was the 250cc Money short track, and it was Oklahoma's Dave Bradley who went out on top with Darren Hulbert second and Jeff Springman third. Springman was the first to fall by the wayside as his bike went sour on the third lap. Hulbert was knocking on the door and on the fourth lap found the hole he was looking for and took over the lead. Bradley held on to second with Curtis Cannon badgering him and Roger Thompson putting pressure on Curtis. Everyone went on the defensive, and they finished in that order.

Chris Cannon went on a wire-to-wire romp in the Open Money short track, and Philip Culver, Scott Adams and Darren Hulbert were content to follow him home.

The 250cc Money TT stirred things up again as Curtis Cannon broke on top with Dave Bradley second and Roger Thompson third. Bradley dropped Cannon out of the lead on the third lap, and then Cannon's bike went for an unscheduled flight with Curtis still aboard. Thompson moved to second but had a scare when Gene Manhire got by him and held on for two laps before the young man from Corona came back to reclaim second spot and hold it to the checkered.

The Open Money TT had a big field, and it was Robert Little that got the call as the green flag fell with Scott Adams second and Chris Cannon third. The red flag came out with one lap down, and on the single file restart it was Chris Cannon who got the edge with Jim Rosa and Adams in second and third. Rosa took over the lead one lap later when Cannon went out with problems, and Little and Adams quickly filled the void. On the fourth lap, Ron Bell got a chance at the third slot when Little encountered problems. Greg Nelson didn't give him a chance to catch his breath before he claimed the third spot. From that point on, the shuckin' and jiven' was over, and at the checkered it was Rosa, Adams and Nelson.

Jeff Springman looked to have a lock on first in the 250cc Money half mile as he jumped out into the lead with Curtis Cannon and Roger Thompson in second and third. Thompson moved to second on the second lap with Dave Bradley right behind him. On the fifth lap, Thompson and Bradley ganged up on Springman, and Thompson came out on top with Bradley second and Springman third. Darren Hulbert took on Springman next and had a little help from Greg Nelson as they both went by at about the same time that Springman's bike went AWOL. At the end, Thompson had the gold with Bradley second and Hulbert third.

The Open Money half mile had Chris Cannon leading the way with Rick Reed second and Philip Culver third. First to drop out of the top runners was Red, leaving the door open for Jim Rosa and Roger Thompson. On the fourth lap, Rosa got by Culver to take over second. Two laps later, Cannon made a big mistake, costing him plenty, as Rosa took the lead with Thompson in second and Culver third. They finished in that order.

The 125cc Amateur/Expert half mile saw some excellent racing between Billy McKinney and Jason Bell. Jason had the lead at the start with McKinney second and Brian Barrick third. Bell held it for two and then got caught going high, and McKinney took over. Bell came back one lap later to reclaim the lead but made the same mistake, and again the lead was McKinney's. With one lap to go, McKinney took no chances, and the win was his.

Double wins went to Tim Gewecki (Mini Amateur/Expert), Philip Swearingen (250cc Novice), Ron Bell (250cc Amateur/Expert) and Jim Chapman (NSOTHG).

A special thanks to Oakley for the contingencies they brought out for the racers.

Results

SHORT TRACK
MINI: 1. Jason Bell (Yam); 2. Tim Gewecke (Hon); 3. Timmy Walton (Yam).
125 NOV: 1. Jerry Hawkins (Yam); 2. Rex Wessels (Yam); 3. Larry Hawkins (Yam).
125 AM/EX: 1. Jason Bell (Yam); 2. Billy McKinney (Yam); 3. Brian Barrick (Yam).
250 NOV DIV I: 1. Philip Swearingen (Suz); 2. Dana Dumond (Yam); 3. Robert Wilkes (Yam).
250 NOV DIV II: 1. Orlando Lamboy (Hon); 2. Mark Bailey (Yam); 3. Scott Sweaney (Suz).
250 AM/EX: 1. Ron Bell (Yam); 2. J. Ward McKee (Kaw); 3. Bruce Nordstrom (Hon).
NSOTHG: 1. Jim Chapman (Yam); 2. Jim Wells (Mai); 3. Everett Price (Hon).
OPEN AM: 1. Mercury Morse (Yam); 2. Jim Milburn (Yam); 3. Dennis Pinheiro (Yam).
OPEN EX: 1. Allen Swett (Hon); 2. Rick Reed (Yam); 3. Dean Sykes (Yam).
250 MONEY: 1. Darren Hulbert (Yam); 2. Dave Bradley (Hon); 3. Curtis Cannon (Yam).
OPEN MONEY: 1. Chris Cannon (Yam); 2. Philip Culver (Yam); 3. Scott Adams (Hon).
TT
MINI NOV: 1. Danny Grigg (Yam); 2. Jimmy Bird (Yam).
MINI AM/EX: 1. Tim Gewecke (Hon); 2. Timmy Walton (Yam).
125 NOV: 1. Kennie Buchanan (Kaw); 2. Rex Wessels (Yam).
125 AM/EX: 1. Scott Wilkinson (Suz); 2. Jason Bell (Yam); 3. Brian Barrick (Yam).
250 NOV: 1. Philip Swearingen (Suz); 2. Richard Wells (Suz); 3. Chip Barstow (Hon).
250 AM/EX: 1. Ron Bell (Yam); 2. Larry Bird (Yam); 3. John Barricklow (Yam).
NSOTHG: 1. Jim Chapman (Tam); 2. C.H. Wheat (Hon); 3. Jerry Peters (BSA).
OPEN NOV DIV I: 1. Steve Harris (Yam); 2. Mark Bailey (Yam); 3. Cliff Miller (Hon).
OPEN NV DIV II: 1. Bob Schneider (Yam); 2. Scott Sweaney (Yam); 3. Mitch Bower (Yam).
OPEN AM DIV I: 1. J.C. Milburn (Yam); 2. Dennis Pinherio (Yam); 3. Robert LaChance (Hon).
OPEN AM DIV II: 1. Dean Wilkinson (Hon); 2. Bob Graves (Yam); 3. Dennis Allsworth (Yam).
OPEN EX: 1. Darren Hulbert (Suz); 2. Allen Swett (Hon); 3. Dan Kane (Yam).
250 MONEY: 1. Dave Bradley (Hon); 2. Roger Thompson (Yam); 3. Gene Manhire (Yam).
OPEN MONEY: 1. Jim Rosa (Yam); 2. Scott Adams (Hon); 3. Greg Nelson (Yam).
HALF MILE
MINI NOV: 1. Danny Grigg (Yam); 2. Jimmy Bird (Yam).
MINI AM/EX: 1. Tim Gewecke (Hon); 2. Timmy Walton (Yam); 3. Jason Bell (Yam).
125 AM/EX: 1. Billy McKinney (Yam); 2. Jason Bell (Yam); 3. Brian Barrick (Yam).
250cc NOV: 1. Scott Sweaney (Suz); 2. Brian Runyan (Yam); 3. Mark Bailey (Yam).
250 AM: 1. J. Ward McKee (Kaw); 2. James Steet (Yam); 3. Ken Barrow (C-A).
250 EX: 1. John Barricklow (Yam); 2. Bruce Nordstrom (Hon); 3. Rex Hailey (C-A).
NSOTHG: 1. Stan Sweaney (Yam); 2. Jerry Peters (BSA); 3. Jim Chapman (Yam).
OPEN NOV: 1. Scott Sweaney (Yam); 2. Mark Bailey (Yam); 3. Mark Sykes (Yam).
OPEN AM: 1. Bob Graves (Yam); 2. J.C. Milburn (Yam); 3. Pat McCown (Yam).
OPEN EX: 1. Dan Kane (Yam); 2. Dean Sykes (Yam); 3. Tom Boles (Yam).
250 MONEY: 1. Roger Thompson (Yam); 2. Dave Bradley (Hon); 3. Darren Hulbert (Suz).
OPEN MONEY: 1. Jim Rosa (Yam); 2. Roger Thompson (Yam); 3. Philip Culver (Yam).

Olson over the Hill Gang

By Mike Wilcock

SUNNYMEAD, CA, APR. 24-25

Over the Hill Gang members from all over the west came to DeAnza Raceway for the fifth annual OTHG Nationals. Thanks to the people at DeAnza, the track was in excellent condition with some challenging obstacles to make the racing very interesting for the two-day event.

In the Expert class, Absurd Alan Olson totally dominated everyone from start to finish, lapping riders all four races. Unfortunately for Alan, he had not previously qualified for the National, so he wasn't riding for the brass.

As Alan ran off and left the field, there was some good racing going on back in the pack. First day action saw Roll Over Rick, Jelly John and Stubby Steve put in consistent rides for second, third and fourth. The best race of the day was between Stubby Steve, riding a YZ125, and Jelly John aboard a 440 Maico. Steve got an excellent start, running in third, with John following back in foruth. These two riders were battling back and

forth for the whole two days, and Steve really wanted to beat John at least once. He gave it his all on the second day but crashed in the last corner as John pressured him to make a mistake.

Roll Over Rick put in excellent rides for the two days and came out with first overall. Jelly John took second place, and Moldy Mike, the number one plate holder from the Northern Chapter, took home third place brass.

As the Amateur class blasted up the long start hill, the Las Vegas chapter put the horsepower to the ground. Maico-mounted Majestic Mojeske took the lead and ended up with two first place finishes the first day. Jinx Jerry and Dumpin' Dan were battling for second and third positions with Dinky Denny and Jaws John banging bars for fourth.

It was good to see L.A. Chapter rider Gringo Glen back in action after a serious back injury last year. Glen rode a great race the second day, holding on to second place but fell back in the pack towards the end.

The second day saw Dumpin' Dan from Las Vegas put in two excellent rides as he and club member buddy Majestic Mojeske and L.A. Chapter rider Jinx Jerry, who was riding an RM125 Suzuki, battled for the number one position. When the checkered flag came out, it was the two riders from Vegas gathering up top brass. First overall went to Majestic Mojeske with Dumpin' Dan, Jinx Jerry and Dinkly Denny rounding out the top four places.

The Intermediates really showed up in force and had the largest class turnout. Jumpin' Jack, Varmint Vic and Silicone Sal provided some good racing the first day. Silicone Sal looked very smooth as he posted 3-2 moto finishes for first overall on Saturday.

Northern rider Big Foot Bill fought his way around riders in the second moto for first place. Bill got stuck back in the pack in the first moto and could only salvage an 11th. Jumpin' Jack showed that the L.A. Chapter was not going to be outdone and posted a second overall for the first day. Junkit Jess, of L.A. and Daisy Dave, from the north, also put in good rides.

Maico rider Varmint Vic showed everyone how to do it on Sunday as he fought his way to first overall for the two-day event. Northern rider Cunnin' Curt pushed his Suzuki into second, but Silicone Sal knew he was fighting for the number one spot.

He passed Curt, but could not get by Vic and finished second overall for the day. Curt ended up third overall with northern rider Big Foot Bill fourth and L.A.'s Jaundice John, who won moto two, finishing fifth.

The Novice class also had a big turnout for this year's Nationals. Gas O Glen got off to a great start by winning both motos the first day. Reject Randy and Turtle Ted were dicing back and forth for second and third, but the best ride turned in for the whole event was by the only woman on the track, northern chapter's Luscious Linda.

She fought her way through the pack to take a second Saturday and fifth Sunday which earned her a nice trophy for fifth overall.

Toad Tom came out smokin' the second day and posted 1-1 moto finishes. Toad could only manage fifth place on Saturday but ended up with second overall for both days. Reject Randy put in good, consistent rides and took home a third place trophy with Turtle Ted following in fourth place. Gas O Glen ended up, fighting his way to first overall as he and Toad Tom gave it their all to be the National number one Novice rider.

A very special thanks go to the sponsors of this year's National: Kal Gard, Malcolm Smith Products, NGK, Pasadena and Pomona Suzuki, Weasel Works, Bill Walters, CRC, AME, Los Feliz Escrow, Viking, Pacific Inc, Sunset Builders an Damn Good Products. With their help, this year's National was a great success.

Results

EX: 1. Roll Over Rick (Yam); 2. Jelly John (Mai); 3. Moldy Mike (Hon).
AM: 1. Majestic Mojeske (Mai); 2. Dumpin' Dan (Mai); 3. Jinx Jerry (Suz).
INT: 1. Varmint Vic (Mai); 2. Silicone Sal (Yam); 3. Cunnin' Curt (Suz).
NOV: 1. Gas O Glen (Yam); 2. Toad Tom (Yam); 3. Reject Randy (Hus).

First Powder Puffs sideways at Canyon

By Jauna Balderston

PHOENIX, AZ, APR. 18

With the stands full of spectators and the pits full of men, women and their short track and TT racing machines, Canyon Raceway riders gave it all they had today.

Canyon's inaugural Powder Puff race found only two women, Peggy Stewart and Patty Freimark, at the starting line for their short track main. Freimark won this first Powder Puff, but it has raised interest, and more women are expected to ride in Canyon's next race.

In the Expert time trials for the Trophy Dash, Marlow Parks had fast time, Bob Russell had second fastest, and Rick Williams had the third fastest time. Parks took an early lead in the Trophy Dash and came home with the checkered flag and the trophy.

In the 250cc Expert class short track main, Mike Stewart took an early lead. He soon widened the gap, leaving Williams and California's Roger Thompson to battle for second place. However, it was Williams who grabbed the checkered flag, with Stewart finishing second and Thompson taking third.

The Open Expert short track main witnessed stiff competition in the first three positions. Going into the corners just split-seconds apart, Russell, Parks and Rick Witte rode in anticipation of a riding error by one of the others. Russell pulled away for a strong finish with Witte taking second and Parks coming in third. •

Results

SHORT TRACK
Y-ZINGERS: 1. Marty Yogerst; 2. Mike Aguirre; 3. Reid Beggs.
PEE WEE: 1. Danny Yogerst; 2. Dean Colquette; 3. Brandon Beggs.
MINI: 1. Todd Yogerst; 2. Danny Kirk; 3. Syd Nichols.
POWDER PUFF: 1. Patty Freimark; 2. Peggy Stewart.
250 NOV: 1. Richard Rector; 2. Victor Hensley; 3. Gary Boyd.
250 EX: 1. Rick Williams; 2. Mike Stewart; 3. Roger Thompson.
OPEN NOV: 1. John Sarember; 2. Ron Masterson; 3. Ken Todd.
OPEN AM: 1. Ed Mores; 2. Butch Odom; 3. Bob Hinchliff.
OPEN EX: 1. Bob Russell; 2. Rick Witte; 3. Marlow Parks.
TT
Y-ZINGERS: 1. Marty Yogerst; 2. Mike Aguirre; 3. Reid Beggs.
PEE WEE: 1. Danny Yogerst; 2. Dean Colquette.
MINI: 1. Todd Yogerst; 2. Danny Kirk; 3. Syd Nichols.
250 NOV: 1. Randy Jacobs; 2. Richard Rector; 3. Gary Boyd.
250 EX: 1. Rick Williams; 2. Tom Burcham; 3. Roger Thompson.
OPEN AM: 1. Ric Crandell; 2. Butch Odom; 3. Buck Burcham.

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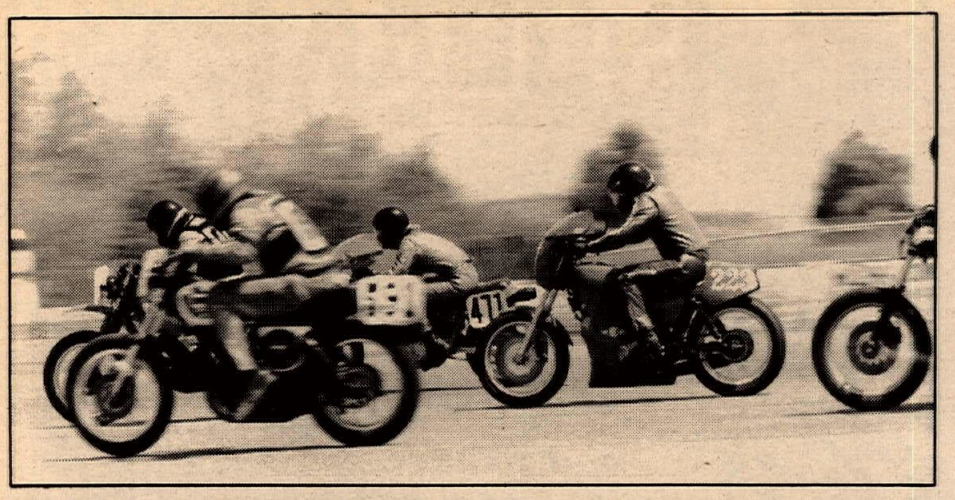


An AFM North race gets off the line at Sears Point.

Bracken holds off Doherty at AFM Sears RR

By Frank Nellis
Photos by Ken Harstine

SONOMA, CA, MAY 2

The American Federation of Motorcyclists North returned to Sears Point International Raceway today to open the 1982 season.

The hottest racing of the day occured during the Open Super Street race. Denny Doherty was the odds on favorite, but he killed his engine at the start. When the smoke cleared, Kevin Bracken, mounted on his Woods Motor Shop Ducati Darmah, was in the lead with Mark "Jaws" Ingalls and Mark Horio, on his Campbell M.C.A. Suzuki GS1000, in hot pursuit.

Meanwhile, Doherty sat on the starting line watching the back markers disappear over the hill. With help from one of the officials Denny got started. "Seeing them leave me made me mad. I made up my mind that I was going to do my best to win." With a 10-second handicap, Doherty set out to do just that, cutting lap times three seconds faster than any other bike on the race track.

On the third lap, Ingalls was black-flagged when he lost his number plates, and John Morena passed Horio to take second, but a sliding front tire kept Morena from pressing Bracken, who was apparently cruising to an easy victory. "I kept looking back, but no one was there, so I slowed down a little," Bracken said.

Meanwhile Doherty had caught the pack and was lacing his way through riders like they weren't moving.

At midpoint, Horio retired with a broken drive chain. Later he said, "I was going to replace it (the drive chain) before the next race — now I guess I'll have to." Bracken had an eight-second lead on Morena, and Doherty was well back in third and charging.

When the white flag came out, Doherty had passed Morena and had shortened Bracken's lead to two seconds. Denny closed within two bikelengths of Bracken on the back straight. He set up for an inside pass at the exit of turn 11, but front end chatter in that rutted part of the race track drove him wide.

Bracken won with Doherty three bikelengths back on his Walt Menge Kawasaki and Morena sliding held third on his Dan Vargas Suzuki.

The Formula 1 race featured Bruce Hammer on his Vance Hines/Derale Suzuki 1100. "We came up to dial in the track and prepare for the Budweiser 500K Endurance Race on May 15-16...it may be the toughest race of the series. Sears Point is always a demanding race course, but now with the surface in the condition it's in, it'll be that much tougher."

Hammer took the early lead followed closely by Jon Woo and Rick Oliver. Hammer found neutral when he was going into turn two at the top of the hill. Before Bruce could recover, Wood had taken the lead and was stretching it out.

A bad guess on a last minute damping change to Hammer's rear shocks was causing pumping down and prevented him from catching Woo. A second slip into neutral for Hammer allowed Oliver by. The checkered flag fell with Woo, on his Gesick Welding-sponsored Kawasaki, comfortably in first. Second went to Oliver closely followed by Hammer.

The sidecar race is always a favorite because of its close competition. The Davidson/Dunn rig, propelled by a 140 horsepower RC/Kawasaki, looked to be the favorite when they took the early lead at the start. They were followed by Essaff/Cruger on their ex-AMA number one rig and the Mazur/Daniels Goldwing-powered rig.

At midpoint, the race was still very close with the three rigs crossing start/finish together, and a fourth team, Pedlar/Murray, close behind looking for room to pass. The white flag came out, and Mazur blew his engine, dashing his hopes of going four for four on the day. Davidson took the white flag first, but Essaff was able to pass in turn three and hold off the Davidson charge to take the checkered.

To add injury to insult, Davidson's engine exploded in a cloud of smoke as he crossed start/finish. This sent Race Director Duncan Blake scurrying for his fire exinguisher. But in this case there was smoke but no fire. The TZ-powered Bevans/Iserman team rounded out the field in third.

AFM North meets again at Laguna Seca on June 6. For license and ticket information call 415/327-3323.

Results

FORMULA 1: 1. J. Woo (Kaw); 2. R. Oliver (Kaw); 3. B. Hammer (Suz).
FORMULA 2: 1. K. Peltz (Suz); 2. S. Gray (Kaw); 3. J. Robertson (Hon).
FORMULA 3: 1. D. Chung (Yam); 2. D. Green (Yam); 3. K. Peltz (Yam).
FORMULA 4: 1. J. Legitt (Yam); 2. J. Pendergrass (Hon); 3. T. Yeager (Yam).
FORMULA 4A: 1. S. Ledwith (Hon); 2. A.J. Parks (C-A).
FORMULA S: 1. C. McAvoy (Yam); 2. A. Yarrow (Yam); 3. A. Saga (Yam).
FORMULA T (OPEN): 1. V. Breese (H-D); 2. K. Bracken (Duc); 3. M. Ingalls (Nor).
FORMULA T (750): 1. M. Salvisberg (Yam); 2. M. Johnson (Yam); 3. C. Weeks (Duc).
OPEN SUPER STREET: 1. K. Bracken (Duc); 2. D. Doherty (Kaw); 3. J. Morena (Suz).
750 SUPER STREET: 1. K. Peltz (SUz); 2. J. Robertson (Hon); 3. R. Filangeri (Kaw).
600 SUPER STREET: 1. C. McAvoy (Yam); 2. A. Yarrow (Yam); 3. M. Ericson (Yam).
OPEN MOD PROD: 1. K. Evans (Suz); 2. M. Butler (Suz); 3. J. Conner (Kaw).
750 MOD PROD: 1. S. Gray (Kaw); 2. P. Beck (Kaw); 3. J. Meda (Hon).
600 MOD PROD: 1. F. Mazur (Kaw); 2. J. Montoya (Yam); 3. M. Yarrow (Yam).
450 MOD PROD: 1. F. Mazur (Hon); 2. D. Alexander (Yam); 3. R. De Bruin (Yam).
250 MOD PROD: 1. H. Slayton (C-A); 2. G. Overman (C-A); 3. M. Fenner (C-A).
OPEN STK PROD: 1. D. Hart (Kaw); 2. K. Evans (Suz); 3. M. Butler (Suz).
750 STK PROD: 1. S. Gray (Kaw); 2. R. Filangeri (Kaw); 3. R. Oates (Hon).
600 STK PROD: 1. F. Mazur (Kaw); 2. J. Montoya (Yam); 3. K. Graves (Yam).
450 STK PROD: 1. J. Elkins (Yam); 2. D. Elkins (Suz); 3. D. Keith (Yam).
SIDECARS: 1. Essaff/Cruger (Kaw); 2. Davidson/Klumn (Kaw); 3. Bevans/Iserman (Yam).

Gregson grabs Mulkey summer MX opener wins

By Clay Light

McMINNVILLE, OR, MAY 2

Over 250 riders showed up to do battle at Mulkey ORV Park's summer season opener, despite running against the Roseburg Gold Cup race just two hours south. Mark Gregson (LOP/Yamhill Yam) took off where he left off last season by topping the 125cc Pro class, smoking both motos for the overall cash payoff. John Buyas (Suz) topped both of the heavily competitive 250cc Pro races for his piece of the payoff, and Darryl Semmler (Cycle World Hon) did the dirty deeds to the Open Pro class, wasting the second moto on his Pro-Link.

The first race of the Pro classes was the 125s. Gregson grabbed the start at the drop of the gate on a modified '81 model to lead into turn one over a full field with Arne Hettman (Super Seer/Cycle World Hon), Mike McCormick (Fred's Cycle City Suz) and Steve Smith (Cycle World Hon) trailing. Gregson opened up an early first lap lead going at it with his blistering pace to romp the troops with McCormick moving to second after a brief tussle with Hettman. Hettman, Smith and Larry Hoefenbredl (Suz) gave chase, but all would lose sight of Gregson by the half. Gregson is a National caliber rider who, once he makes up his mind to win, does it well and had a 12-second lead on McCormick who was trying in vain to reel the Yamaha rider in.

John Woodley (Suz) moved to contention when he closed the distance on Hettman, who motored in third. The two swapped spots, but Woodley dropped his machine letting Hoefenbredl take third behind Gregson and McCormick at the flag. Hettman settled into fourth with Smith, Woodley and Jess Dirks (Suz of The Dalles) rounding out the top seven spots.

The second time out, the track was much drier. Wally Brosamle had the track groomed to perfection, only to have Gregson destroy it with a wicked holeshot. Hettman got by on the first downhil to lead the small-bores until Gregson kept his throttle wicked to take first from the startled Honda pilot. Third place was held down by McCormick, who diced with Hettman for a couple of laps, then got around to move to second. From there on in, it was just a matter of time for Gregson to open up a walloping 15-second lead over McCormick. Smith was in a distant fourth place but was followed by a trio of Woodley, Hoefenbredl and Steve Pless (Suz), who began a late rally through the pack to pull down seventh place with one lap to go.

The 250cc Pro class was the largest of the Pro classes. New Pro Jerry Wilson (Suz) led the pack through the whoops with Shane Pielstick (LOP/Yamhill Yam), John Buyas (Buyas Meat Packing Suz), Darryl Semmler (Cycle World Hon) and Vince Warren (Yamhill Yam) rounding out the top five at the completion of a lap. Wilson and Pielstick, also a new Pro, were tearing up the track in a battle royale for first with Warren, "Smokin' Joe" Santich (Suz) and Mitch Kirkpatrick (New West Cycle Suz) making up a mid-pack war.

Pielstick got around Wilson, who began to fade, and pulled away from the rest of the pack and looked to be a shoo-in for first until he dropped it, letting Buyas, Santich, Warren, Wilson and Semmler by. Buyas took the win followed by Santich and Warren.

Moto two it was once again Pielstick putting his LOP-prepared Yamaha into turn one with Kirkpatrick taking over shortly thereafter. Pielstick once again had his turn to terrorize the troops, taking the lead which he settled into by the third lap. Warren, Santich and Buyas and Kirkpatrick followed ever so closely in a fierce dice for second. Santich got around Warren, as did Buyas, while Pielstick got out of shape letting Santich and Buyes by. Buyas got by Santich on the Shakey's Jump for the lead to the flag. Second went to Warren who made a last lap pass and third to Santich.

The Open Pro class had Lyle Schoppert (Mai) top the first moto while runner-up Darryl Semmler (Hon) came roaring back to take Schoppert when the Maico rider stalled, giving Semmler the overall with a 2-1 tally. Schoppert went 1-2 for second and Santich 3-3 in third.

Results

OPEN PRO: 1. Darryl Semmler (Hon); 2. Lyle Schoppert (Mai); 3. Joe Santich (Suz).
250 PRO: 1. John Buyas (Suz); 2. Vince Warren (Yam); 3. Joe Santich (Suz).
125 PRO: 1. Mark Gregson (Yam); 2. Mike McCormick (Suz); 3. Arne Hettman (Hon).
OPEN C: 1. Greg Wilson (Mai); 2. Scott Bergren (Yam); 3. Dale Sahleen (Yam).
OPEN B: 1. Carl Cranke (KTM); 2. Doug Foster (Hus); 3. Richard Hewit (Yam).
250 C: 1. Don Robison (Kaw); 2. Gregg Glass (Hon); 3. John Nichols (Suz).
250 B: 1. Dean Glass (Hon); 2. Miek Holbrook (Suz); 3. Rick Wylder (Kaw).
125 C: 1. Michael Williams (Yam); 2. Ford Tannick (Suz); 3. Steve Hierses (Kaw).
125 B: 1. Mike Hauskins (Hon); 2. Jody Jamieson (Kaw); 3. Kevin Hoefenbredl (Suz).
30-40: 1. Bill Cook (Mai); 2. Carl Cranke (KTM); 3. Mike Perry (Suz).
100 B: I. Rick Celorie (Yam).
MINI C: 1. Grant Bergstrom (Yam); 2. Grant Furrer (Yam); 3. Mike Williams (Yam).
MINI B: 1. Corey Whitake (Yam); 2.Mark Baumgardner (Suz); 3. Randall Klettke (Hon).
PEE WEE A: 1. Grant Bergstrom (Yam); 2. Richie Abrams (Yam); 3. Travis Whitaker (Yam).
PEE WEE B: 1. Brett Holm (Yam).

Michlitsch, Semmler snag PIR night MX wins

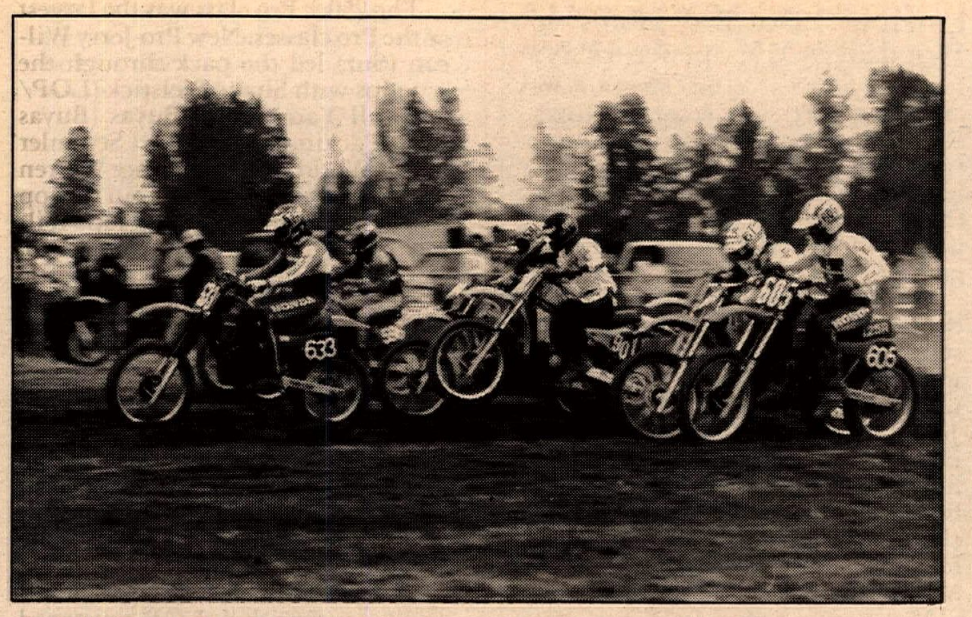
By Brian Barnes

PORTLAND, OR, APR. 29

Sunny skies and warm weather again greeted riders for the fourth weeknight of racing in this year's high point championship series at Portland International Raceway.

DG/Kawasaki support rider Tim Michlitsch swept the 125 and 250cc Pro classes for the second week in a row, with Cycle World Honda support rider Darryl Semmler riding uncontested to victory in the Open Pro class on his CR480.

The 125cc Pro class first moto sped off the line with Arne Hettman, a Cycle Word Honda/Super Seer rider, taking a giant holeshot, with Yam-



Arne Hettman leads the 125cc Pros out of the gate at PIR.

hill Yamaha/Bel-Ray/MX Fox rider Doug Lange and D & S Cycles' Ron Vandehey, on a Suzuki, in tow. Michlitsch, who was in about seventh place, began his charge to the top by passing Randy Crisman and Denny Fennell and by the fourth lap was hounding Lange who was in second place.

Hettman was holding his own in the lead while Lange tried to hold Michlitsch's Kawasaki off. With one lap to go, the first three still hadn't changed, but on the uphill straight, Michlitsch somehow found a line that Hettman or Lange had missed and charged by to take the lead. Michlitsch won over Hettman with Lange, Crisman and Vandehey finishing second through fifth.

On the start of the second moto, Bob Cecerhi, Michlitsch's mechanic, revealed that the secret to Hettman's holeshots was his own expert engine work. He was right, as Arne D. waved goodbye again, only to have Lange take over the lead at the end of the long starting stretch. Hettman, Yamhill Yamaha's Fennell, Michlitsch and Vancouver Yamaha's Jim R. Anderson followed Lange for the first three laps until the Yamaha rider took a bad spill that left him down as the leading group passed by.

Hettman's support Honda sounded strong as he again led with Fennell trying to defend second from Michlitsch. Hettman, riding well and with a win *almost* in his pocket, began to get pressure from a rider he thought was Fennell in second. Much to his surprise, Michlitsch stormed by in the second to last turn and robbed Hettman of the overall. Fennell, Suzuki-mounted Crisman and Anderson rounded out the top five.

The 250cc Pro class had eight riders prepared to do battle, but only one was prepared to win the war. Michlitsch easily holeshot both motos and won with lots of room to spare. In the first moto, Dave Shepard claimed the second place spot, displacing Kawasaki support rider Randy Jungworth to third on the sixth lap. Cycle World's Darryl Semmler was fourth and Randy Hubbard on a Suzuki fifth.

The second moto found Michlitsch again leading the whole race while Hubbard and Semmler staged quite a battle in second and third. The Honda support rider tried to pass Hubbard in every corner but could not get by. Finally, on the next to last lap, Semmler found a gap, giving him the number two slot. Suzuki-mounted Hubbard finished third with Honda riders Dave Shepard and Reid Goldman fourth and fifth.

Results

PP: 1. Tammy Bufton (Yam); 2. Jill Harteloo (Hon); 3. Dorreen Kishpaugh (Yam).
PEE WEE JR: 1. Ed Bergstrom (Yam); 2. Steve Meyer (Yam); 3. Kenny Bufton (Yam).
PEE WEE EX: 1. Britt Woodring (Yam); 2. Denny Kishpaugh (Yam); 3. Richie Abrams (Yam).
MINI JR: 1. Mike Williams (Yam); 2. Mike Bell (Yam); 3. Grant Furrer (Yam).
MINI INT: 1. Mark Baumgardner (Suz); 2. Shane Cameron (Suz); 3. Randal Klettke (Hon).
100 JR: 1. Jeff Miles (Yam); 2. Mike Crowell (Yam); 3. Craig Clark (Yam).
100 INT: 1. Rick Celorie.
125 JR DIV 1: 1. Cliff Theissen (Yam); 2. Steve Hiersche (Kaw); 3. Wes Hanson (Suz).
125 JR DIV 2: 1. Chuck Goodrich (Kaw); 2. Eric Winters (Yam); 3. Steve Hogan (Yam).
125 INT: 1. Craig Timm (Hon); 2. Bill Hrabik (Yam); 3. Rick Celorie (Yam).
125 PRO: 1. Tim Michlitsch (Kaw); 2. Arne Hettman (Hon); 3. Randy Crisman (Suz).
250 JR DIV 1: 1. Monte Bloemke (Hon); 2. Andrew Thompson (Kaw); 3. Larry Bowen (Hon).
250 JR DIV 2: 1. Terry Davis (Kaw); 2. Mark Bell (Kaw); 3. Ron Kent (Hon).
250 INT: 1. Rick Wylder (Kaw); 2. Scott Shell (Suz); 3. Dave Juba (Hon).
250 PRO: 1. Tim Michlitsch (Kaw); 2. Darryl Semmler (Hon); 3. Dave Shepard (Hon).
OPEN JR: 1. Charles Nelson (Hon); 2. Mike Wilkman (Yam); 3. Dennis Sweeten (Yam).
OPEN INT: 1. Grayson Hart (Yam); 2. Mike Perry (Suz); 3. Jim Park (Yam).
OPEN PRO: 1. Darryl Semmler (Hon).
OTH: 1. Mike Perry (Suz); 2. Jim Parks (Yam); 3. Mike Wickman (Yam).
OT: 1. Gary Bonds (Kaw); 2. Larry Sause (Hon); 3. John Semmler (Yam).

Anderson unstoppable at Clarks Branch Gold Cup MX

By Delbert Longbrake

ROSEBURG, OR, MAY 2

The word Yamaha in the title "Yamaha Perpetual Gold Cup" stood tall at round three of the series at Clarks Branch MX Park, thanks to Yamaha support rider Jim Anderson. Anderson placed first in everything he entered including his 125 and 250cc Pro qualifying motos and both motos of both the 125 and 250cc classes. Jim didn't even look tired at the end of his fourth 30-minute motos.

Boise, ID, Yamaha rider Warren Hickman proved that consistency is important in motocross when he placed first overall in the Open Pro class, even though he had two third-place finishes. Open Pro point leader Rick Burgett decided not to ride early in the day when his back, which he hurt one week earlier, began to affect his riding. His day was spent doing interviews, signing autographs and helping riders whenever he could. Scott Tyler crashed hard in his 250cc qualifier but was able to win the first Open Pro moto anyway. But he would be hurting too badly to start moto two. John Christian won moto two but DNF moto one.

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80cc	Mod. Int.	9 to 11	1st	Shaun Kalos	Suzuki
80cc	Mod. Int.	12+	1st	John Conney	Suzuki
80cc	Stk. Exp.	12+	1st	Bruce Bunch	Suzuki
80cc	Stk. Exp.	12+	2nd	Rick Hemme	Suzuki
80cc	Mod. Exp.	12+	1st	Bruce Bunch	Suzuki
105cc		9 to 11	1st	Kyle Lewis	Kawasaki
105cc		12+	1st	Paul Denis	Kawasaki
105cc		12+	2nd	Rick Hemme	Suzuki
105cc		12+	3rd	Bruce Bunch	Suzuki
125cc	Stk. Int.		1st	Tim Aston	Kawasaki
125cc	Mod. Int.		1st	Tim Aston	Kawasaki

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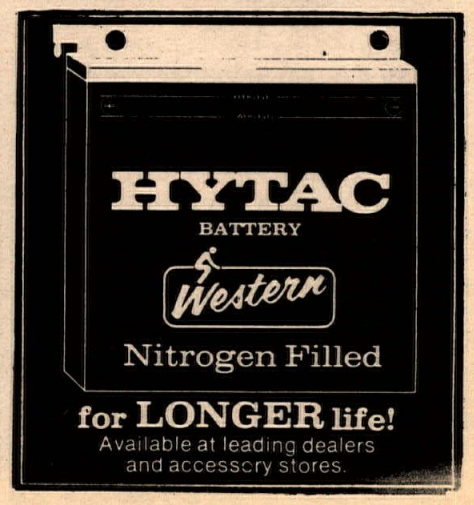


NORTHERN DATELINE

Mark Oberling (27), Ron Sun (62) and Bret Tremblay (847) lead at Roseburg.

On hand for Gold Cup number three were 173 Amateurs and 77 Pros. These riders were greeted by nearly perfect motocross weather, slightly overcast in the morning and temperatures in the mid-60s in the afternoon.

Since there are only 25 starting positions at the Clarks Branch gate, qualifying motos had to be held in both the 125 and 250cc Pro classes. Two five-lap motos were run, and in the 125cc class, 14 riders were in each moto with the top 10 qualifying. The remaining eight riders would ride the consolation with five of those riders transferring.

Anderson ran away with the first qualifier. Rob Manning took the second with another Jim Anderson taking the consolation.

In the first moto, Anderson pulled his Yamaha away from the gate, got slightly ahead of the pack and actually took his hand off the bars and waved. He then motored through the first turn and rode into the sunset. That was that!

Meanwhile, a hard charging Manning was working his way through the pack after a ninth place start. Jumping in behind Manning was none other than Ron Sun. Manning and Sun were soon in second and third places. Stacy Thornton, riding with a possible broken thumb, rode in fourth. That order held to the flag.

Moto two was nearly a repeat of the first. Anderson again dominated with Manning and Sun placing second and third.

The first 250cc qualifier saw Scott Tyler part company with his Maico on the big downhill while in the lead. Tyler's rear wheel was kicked up by a hole causing him to land on his front wheel off the first downhill jump, and he went over the bars on the second jump. Many who saw it said it was the worst looking crash they had ever seen. Tyler's Maico lay in pieces at the bottom of the hill. Amazingly, Scott walked back to the pits. Going on to win the qualifier was Kawasaki rider Tim Michlitsch. Anderson won qualifier number two.

Nobody could believe their eyes when Tyler showed up to ride in the consolation race. His Maico had no fenders, but that didn't seem to stop him from winning the race. But he would ride only one moto, that of the Open class, before he got too sick to continue racing.

In the first 250cc moto, Anderson found himself behind Michlitsch and Sun. Michlitsch missed a berm at the bottom of the downhill, stalling his bike. That put Sun and his Honda in first but only for a few minutes until Anderson went by. Sun followed Anderson to the flag with Maico rider Roy Davis coming in third.

In moto two, Anderson finally made a mistake, getting caught in the gate. He started in 25th place. In first was Mark Oberling. Anderson came around in 11th place on lap one, seventh on lap two, fifth on lap three and second on lap four. Michlitsch followed Anderson through the pack getting into third. It then took Anderson four laps to get by Oberling. Michlitsch couldn't get past and had to settle for third.

Tyler pulled his 490 Maico into the lead of the first Open Pro moto ahead of Larry Hooper and Rowdy Blasdell. Hooper was out of the race moments later with a split exhaust pipe. Blasdell kept Tyler honest for the remainder of the moto, but he had to settle for second. Warren Hickman placed third.

Neither Tyler nor Blasdell was able to start moto two. Hooper got his pipe fixed and promptly grabbed the lead. He started pulling away gaining 15 seconds over second-place rider John Christian. But halfway through the moto, Hooper twisted his knee when his foot got caught in the rear wheel. He pulled over for a minute, and Christian went by. Hooper caught back up and was within one foot of Christian at the flag. It was the closest finish of the day. Hickman again placed third, but due to so many changes in first and second, he was able to get the overall.

Results

125 PRO: 1. Jim Anderson (Yam); 2. Rob Manning (Hon); 3. Ron Sun (Hon); 4. Don Gores (Yam).
250 PRO: 1. Jim Anderson (Yam); 2. Mark Oberling (Suz); 3. Gary Kuest (Yam); 4. Rick Bault (Yam).
OPEN PRO: 1. Warren Hickman (Yam); 2. Mark Mattheisen (KTM); 3. Chris Moritz (Yam); 4. Gary Bault (Yam).
60 A: 1. Lowell Thomson (Yam); 2. Jeff Daily (Yam).
60 B: 1. Butch Smith (Yam); 2. Jim Row (Yam); 3. Brad Lewis (Yam).
80 A: 1. Todd Hoover (Yam); 2. Larry Ward (Kaw); 3. Scott Myers (Yam).
80 B: 1. Corey Barton (Yam); 2. Ritch Thurston (Yam); 3. Mike Crowell (Yam).
80 C: 1. Brian Hale (Kaw); 2. Damon Schaeffer (Yam); 3. Gary McMann (Suz).
100 A: 1. Denny Fennel (Yam); 2. Wade Janssen (Yam); 3. Billy Welland (Yam).
100 B: 1. Mike Crowell (Yam); 2. Robbie Miquel (Yam).
125 A: 1. Denny Fennell (Yam); 2. Brad Halka (Yam); 3. Todd Hoover (Yam).
125 B: 1. Steve Nelson (Suz); 2. Darrell Peterson (Hon); 3. Bret Gilkson (Suz).
250 A: 1. Kyle Fast (Yam); 2. Randy Alliman (Suz); 3. Stan Lund (Kaw).
250 B: 1. Scott Avery (Yam); 2. Todd Morris (Kaw); 3. Casy Stuve (Suz).
OPEN A: 1. Lonnie Foster (Mai); 2. Brian Mode (Yam); 3. Mark Envolsen (Hon).
OPEN B: 1. Allen Stafford (Hon); 2. Tim Gates (Hon); 3. Jim Hamlin (Mai).
40+ B: 1. Fred Pariani (KTM); 2. Jim Denevan (KTM).
40+ A: 1. Elmer Reimer (Suz).
30-40 B: 1. Wayne Longworth (Suz); 2. Eric Brown (Hon); 3. John Broadwater (Yam).
30-40 A: 1. Ken Kullusun (Suz); 2. Charles Harter (Mai).

Little, MacDonald, Lentz lasso wins at Woodside MX

By Clay Light

SANDPOINT, ID, APR. 25

Kevin Little (DG Suz) of Lolo, MT, massacred both of the grueling 125cc Pro motos at Woodside's MX opener today. Idaho sensation Leon MacDonald (Yam support) was second behind Roby Bass (Hon of Spokane) in moto two, of 250cc Pro but came roaring back to take the second moto and clinch the overall. Don Lentz (Yam) wasted the Open Pros, going 2-1 to grab the loot in the overall payoffs.

Track operator Ernie Schoeffel had the track in tip-top condition for the start of the 125cc Pro class, which would tear it up at the start of the race. In the first round, it was Andy James (Suz) who launched off the line for the lead with MacDonald holding down second. "Big Mac" held first until Little made a mad charge through the pack to challenge for first. Little got by a surprised MacDonald to take the moto win.

Moto two saw Little put his machine across the gate first, and he was never seriously challenged for the lead. MacDonald had to work through traffic and found Little a tough target. Little led it all the way to the flag for first overall (1-1), second went to James with his 3-3 tally over MacDonald, who dropped it before the flag, going 2-4 for third.

In 250cc Pro action, moto one had Roby Bass take the lead in a seven-rider race. Bass blasted the pack to take an easy moto victory over MacDonald, who gated poorly and once again made a come-from-behind dash to the flag.

Moto two had MacDonald out front in search of his first overall of the day. MacDonald was "flying" the course in search of the elusive fast lap. Bass, who did quite well in the opening round of the Yamaha Gold Cup series, was caught in traffic and worked like a madman to third behind Eddie Wickward at the flag.

The Open Pro class was combined with the B and A riders as well. Bass put his Pro-Link off the line and was not challenged during the moto. Don Lentz fought off the pack to pull in a second at the moto's end. A rider Dale Green (Yam) took a third with Steve Blackwell (Yam of Spokane) following.

Second moto had Lentz put a holeshot and a half to use to lead the pack of 13 riders. Lentz led it all the way to the flag to take first overall. Bass' 1-2 tally was good for second, and MacDonald's 4-3 good for a piece of cash in third.

The 125cc A and B classes were combined, which made the largest of all classes with 20 riders. Mark Simmitt (Yam) led off the field followed by Gary Dawson (Hon). Dawson gave chase all moto long to hold onto second, but first went to Simmitt, who rode smoothly and consistently.

Second go had Simmett smoke off the line and put on a zesty charge to add another overall to his Mini A class brass. The 125cc B portion had Missoula's Doug McCullough (Hon) top the field coming in behind the Intermediate riders both motos for the overall with local rider Sam Paris, on a Yamaha, taking a pair of seconds and Bill Robideaux (Suz) third.

One of the better races is always the "Old Man's" race. It is actually a class for the 30-40 age riders; don't laugh, even though they are older than most of us, they can still go plenty fast. One rider was Ken Chickering (Mai); he's been around a long time and has blasted the pack many a time. Chickering collected first off the line on his Mega-Two but was displaced by Steven Schmitz. Chickering came back to win the second moto and take a 5-1 tally to the trophy presentation for the overall with Schmidt going 4-3 for second and Husky-mounted Mike Reynolds third with his 6-4 score.

Results

OPEN PRO: 1. Don Lentz (Yam); 2. Roby Bass (Hon); 3. Leon MacDonald (Yam).
250 PRO: 1. Leon MacDonald (Yam); 2. Roby Bass (Hon); 3. Eddie Wickward (Kaw).
125 PRO: 1. Kevin Little (Suz); 2. Leon Mac Donald (Yam); 3. Andy James (Suz).
OPEN A: 1. Dale Green (Yam).
250 A: 1. Ken Peterson (Suz); 2. Barry Evans (Yam); 3. Mike Klaver (Yam).
125 A: 1. Mark Simmitt (Yam); 2. Gary Dawson (Hon).
MINI A: 1. Mark Simmitt (Yam).
OPEN B: 1. Steve Blackwell (Yam); 2. Steve Firkins (Yam).
250 B: 1. Keith Kendall (Suz); 2. Brett Lauderdale (Hon); 3. Wendall Wickward (Kaw).
125 B: 1. Doug McCullough (Hon); 2. Sam Paris (Yam); 3. Bill Robideaux (Yam).
100 B: 1. Jimmy Allen (Yam).
MINI B: 1. James Murray (Yam); 2. Billy Berry (Yam); 3. Skip White (Yam).
250 BEG: 1. Dean Frost (Hon); 2. Sam Martin (Yam); 3. Craig Jones (Suz).
JR MINI: 1. Chad Russell (Yam); 2. Francis Smtih (Yam); 3. Jason Morton (Yam).
AUTOMATIC: 1. Shawn Cherry (Yam); 2. Ivan Greisman (Yam).

Skiver speeds to WMRRA RR wins at SIR

By Bruce Scholten

KENT, WA, APR. 25

Seattle road racing pulled another holeshot today at Seattle International Raceway. Growth of the sport prompted some big changes. While the Washington Motorcycle Road Racing Association expands new rider programs (like the orientation at Sand Point Naval Air Station), promotion has been handed to Claude Hammond, long time club racer and officer. The AMA (D-27) has licensed him for this series of Semi-pro races, with money for the Experts and a chance to earn an Expert license in the trophy clases.

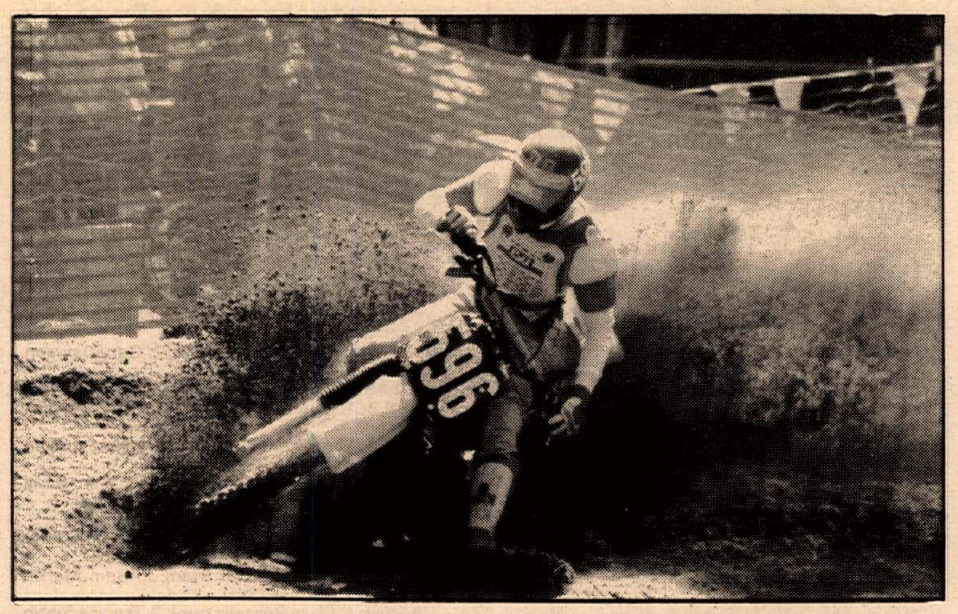
Great weather (no, it wasn't raining) brought a record 160 rider entry, including 40 Novices. The most obvious program change was relocating the start-finish line from the end of SIR's dragstrip to the beginning —just past the exit of turn 10. This location by the tower made it easier not only on lap checkers, but also on announcer Lane Campbell, who did his usual bang-up job.

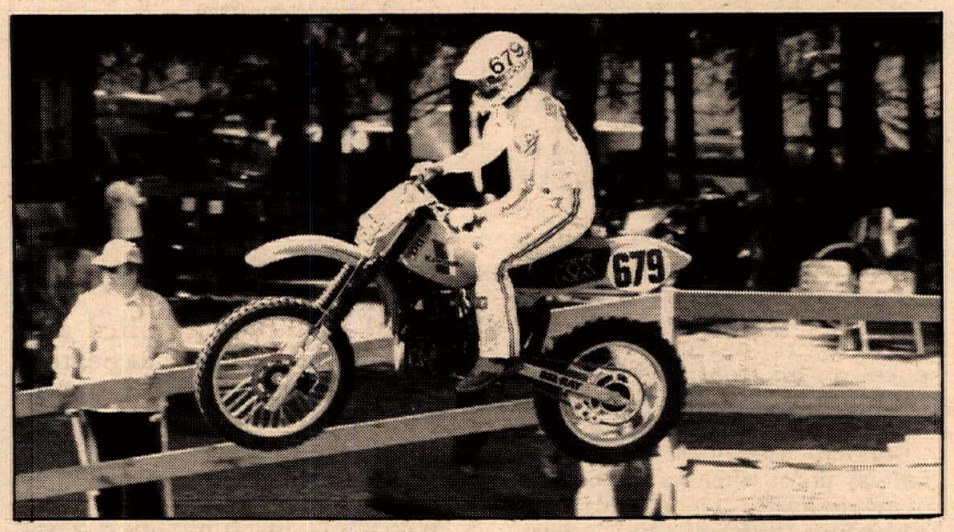
Spectators in nearby seats gave Randy Skiver "most awesome wheelie honors" as his *built* Bellevue Suzuki GS1200 grabbed Formula One and Open Modified Production wins in all heats. Keep your eye on young Canadian Rhys Howard; his third and second place finishes gave him second overall in Formula One — on a TZ250. Ray Baker's Krauser Kawasaki garnered him third.

Open Modified Production was crazily consistent. Keith Pinkstaff chased Skiver around with back-to-back seconds. The next four riders scored the same both heats with all but John Brady (Kaw) on Suzukis.

Rhys Howard won the Formula Two "Yamaha class," alternating firsts and seconds with Dale Franklin. Motocross-type scoring gave him top money.

Fellow Canadian Steven Dick won Superbike, folllowed by John Brady. "Fast" Bobby Loose began his second comeback with a third, while Brian Sutton tried too hard in heat two. He ground his alternator cover pushing a stock 750F in uphill turn seven and dropped out. Bob Work's 920 Virago showed promise. Though it DNF heat one, Fred Zalud piloted to a second later on.





Jim R. Anderson (top) destroys a berm en route to third 125cc Pro at PIR. Tim Michlitsch (above) won both 125 and 250cc Pro there.

Current National Sidecar Champions Bruce Lind and Jack Hart fared similarly. (On his solo TZ750, Lind managed only a fifth in Formula One). In their first sidecar heat, they lost a coil and failed to finish. Some satisfaction came later, posting a new sidehack lap record of 1:39.5 and winning heat two. But Wildman and Davidson's first and second made them winners today.

GPz550s and Secas faced off in 600cc Production. Dave Roosevelt swept both heats on his Yamaha (and also took third in Mod. Prod.). Seca pilot Mike O'Harrow was good for second, while Ken Breir's Kaw combined a second and fifth for third overall. The Secas might be five mph faster and seem to be more nimble in sweepers two and eight.

Bellingham's Richard Burnham (RD400), Larry Buck (Hawk) and Rocky Phoenix (Hawk) ran 450cc Production twice, in descending order. Burnham looked great, chased by Rocky, who's also a fine Superbike rider.

Feared crashes at the new finish line never materialized. In fact, the ambulance stayed put all day. Look forward to an endurance race later this year, and of course the Superbike National, Sept. 11-12. The gods smiled today. We even had a record gate!

Results

SIDECAR: 1. Wildman/Davidson (Suz); 2. Wildman/Wildman (Tri); 3. Foreman/Roney (Yam).
FORMULA 1: 1. Randy Skiver (Suz); 2. Rhys Howard (Yam); 3. Ray Baker (Kaw).
FORMULA 2: 1. Rhys Howard (Yam); 2. Dale Franklin (Yam); 3. Paul Peiroli (Yam).
SUPERBIKE: 1. Steven Dick (Kaw); 2. John Brady (Kaw); 3. Robert Loose (Suz).
600 PROD: 1. David Roosevelt (Yam); 2. Mike O'Harrow (Yam); 3. Ken Breir (Kaw).
450 PROD: 1. Richard Burnham (Yam); 2. Larry Buck (Hon); 3. Rocky Phoenix (Hon).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Dale Zlock (Suz); 3. David Roosevelt (Yam).
450 MOD PROD: 1. Gregg Eiswald (Yam); 2. Richard LaJambe (Yam); 3. Dan Wood (Yam).
750 PROD: 1. George Roubicek (Yam); 2. Joel Ittner (Kaw); 3. Chris Phillips (Suz).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Chuck Wiley (Suz); 3. Wayne Tanner (Suz).
860 MOD PROD: 1. Dan Zlock (Suz); 2. Robert Loose (Suz); 3. Craig Turner (Suz).
OPEN MOD PROD: 1. Randy Skiver (Suz); 2. Keith Pinkstaff (Suz); 3. Chuck Wiley (Suz).

Michlitsch doubles at PIR night MX

By Brian Barnes

PORTLAND, OR, APR. 22

After a week layoff, Portland International Raceway got back into the swing of things with its regular Thursday night racing program. Torrential rains had forced cancellation of last week's race, but when the large number of racers showed up at PIR tonight, they were greeted by nearly 80 degree weather and superb track conditions.

DG/Kawasaki support rider Tim Michlitsch was the big winner, taking both the 125 and 250cc Pro races. Tim, who won the 250 and Open high point series here last year, looks to be a serious threat to repeat in the 125 and 250cc classes this year. He has looked superb in both races so far on the fast, tight track that PIR offers.

Jim R. Anderson (Krause Racing/Vancouver Yam) holeshot the first 125cc Pro moto with Doug Lange (Yamhill Yam), Michlitsch, Dave Hettinga and Yamaha support rider Denny Fennell in tow. Anderson continued to hold off Michlitsch until the fourth lap when the Kawasaki rider swooped by to grab the lead for good. Anderson held on for second at the flag with Yamaha riders Lange and Hettinga and Suzuki-mounted Randy Chrisman rounding out the top five.

1st ANNUAL Kawasaki POKER "FUN" RUN & FISH FRY

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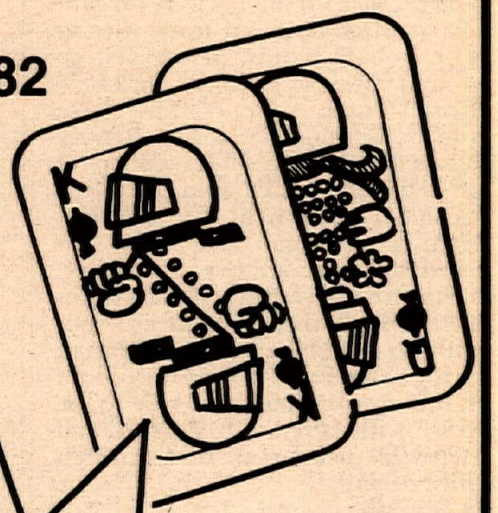
SUNDAY



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and Detroit shows are subject to final confirmation, and that the Chicago show is a four-day affair. Also, the New York show will be held at the Madison Square Gardens.

Those in the Sacramento area who want to see either the June 12 American Speedway Final or the Aug. 28 World Speedway Finals should know that Bridge to Travel will be offering bus tours to both events. You can contact them at 4601 H St., Sacramento, CA 95819, or call 916/454-4201 or 916/489-0476.

Now, that's service...When the folks at Yellowstone Maico in Billings, MT, called the Malcolm Smith Products order desk on Thursday at noon to complain that the case of Bel-Ray oil needed for that weekend's racing had been left out of the order they had received, Al Adams and Kerry Edwards from Malcolm's shipping department decided to use the weekend making the delivery in person. The 2000 mile round trip was completed at warp speed in a 1974 Capri which is well into its second 100,000 miles. The boys saw a lot of inspiring although blurred scenery and encountered only one highway trooper who didn't understand the importance of the high-speed mission.

The first-ever Kawasaki Poker Fun Run and Fish Fry is slated for Sunday, May 16. The first wave leaves Kawasaki corporate offices at 1062 McGaw Ave., Santa Ana at 9:30 a.m. The final check is four stops and approximately 100 miles away at Rainbow Ranch, Whitefish, CA. There'll be trophies and lots of free food and entertainment. All motorcycle brands are welcome. Pre-entry $7, post entry $10. For info call 714/540-6500.

Contesting the Budweiser Endurance Series on behalf of the National Kidney Foundation is Minnesota's Team Cranker. The group, led by riders Louis Lakey and Wendy Epstein and managed by Jane Todd, took the KZ1000J donated to them by Kawasaki and finished fourth in class in the opening 500km race of the series at Riverside. They'll ride all remaining series events on their bike, nicknamed "The Kidney Machine," and the project has the endorsement of the Motorcycle Industry Council as its official charity. The primary goal of Team Cranker is to promote the NKF's organ donor program, promote the sport of motorcycling and to create a permanent tie between the motorcycle industry and the NKF. You can help with the program by looking for the Kidney Foundation booth at the Budweiser Series races, or by writing to Team Cranker at 1418 East Lake St., Minneapolis, MN 55407.

Yamaha's Jimmy Filice suffered continuing engine troubles and did not qualify or compete at Ascot, despite the fact that there were only 39 entries competing for the 48 spots in the field. After the race Filice said that Yamaha would skip the Springfield Mile on May 16 to prepare for the road race National at Elkhart Lake, WI on May 22-23.

One of the turn one spectators at the Ascot National half mile was Kawasaki's Eddie Lawson. Lawson's next race is the Elkhart Lake road race weekend, where he'll ride both his Superbike and KR500 Formula One machine. On the subject of racing in Europe, Lawson said it looked like he would only contest one race — the Aug. 1 500cc World Road Racing Championship round at Silverstone in England.

If an $8.5 million rip-off of the California Off-Highway Vehicle Fund wasn't enough a few weeks ago, there's a provision in the California Budget Bill — now being heard by both the state assembly and senate — that would place *another $8.5 million* of our money into the state's general fund. What the bill does is to cancel the Ocotillo Wells and Sycamore Canyon OHV area projects, and transfer the money to the aforementioned general fund. If you want any OHV Fund left at all at the end of this year, write your state assemblyman and senator *now* and call a halt to the rip-off. The address is State Capitol, Sacramento, CA 95814.

Speaking of the Sycamore Canyon OHV area, the San Diego County Board of Supervisors voted 5-0 in favor of continuing the project.

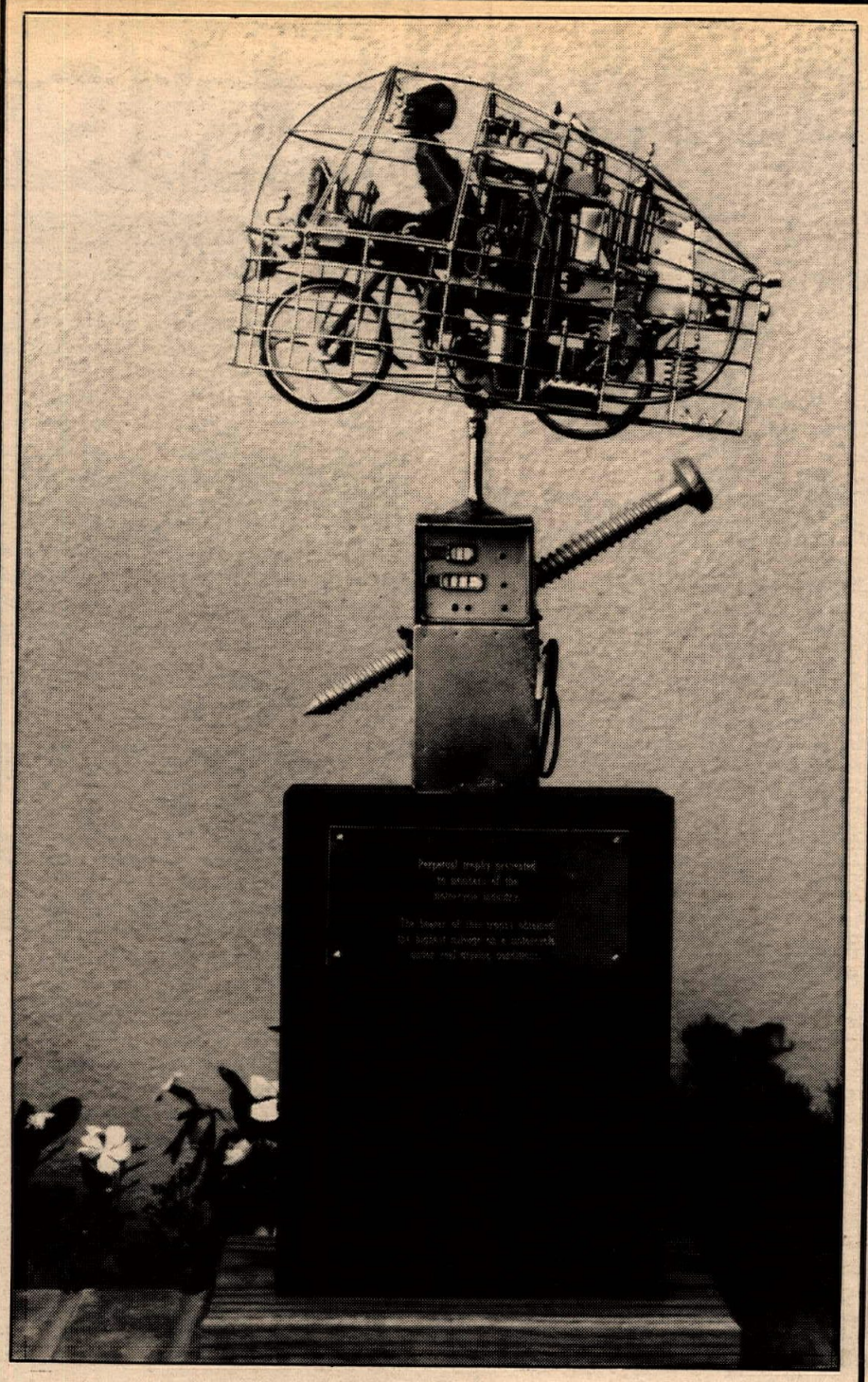
An update on the amateur TT/MX program at Carlsbad Raceway. The May 16 event, as we reported last week, will carry D-37 and D-38 points, and now we're told, all class winners will receive tickets to the Datsun USGP of Motocross at Carlsbad the following month. However, there will be no speedway practice on that day. Promoter Cliff Carr says the track is undergoing further improvements, and they are considering running an open race on June 6 for Division Two and Three riders. June 6 will also see another TT and motocross event paying both D-37 and D-38 points. Carr can be reached at 714/749-8597.

CBS will be taping the June 12 American Speedway Final at Long Beach's Veterans Stadium for airing in late June. The color commentator on the broadcast will be none other than World Speedway Champ Bruce Penhall. Penhall won't be competing in the Long Beach event because he's seeded directly into the Overseas Final in Britain. He'll be joined there by the top three finishers in the Long Beach event. The Overseas Final will be held July 4 in London's White City Stadium.

AFM Pro, promoters of the May 15-16 Budweiser 500km endurance race at Sears Point, announced that the track will be open for practice all day Friday, May 14, for only $35. Saturday will be devoted to practice and timed qualifying, and Sunday's schedule includes the Bell 100km Box Stock race, a 12-lap Formula Two race, and the Budweiser 500km endurance race. AFM Pro also announced that they would be sanctioning the race themselves, and that they had arranged for $10,000 rider medical insurance through KK Insurance.

The Orange County Motorcycle Club will be holding its 70th annual reunion on May 15 at the club's Garden Grove clubhouse. Anyone who is interested, or knows of any past club members that would be, should call 714/974-1149 or 714/848-8203.

Our Calendar was in error showing a purse/series race to run May 9 at Sunrise Cycle Park in Adelanto, CA. What should have been there was a regular D-37 motocross. Our apologies for the error, and our Calendar Editor has been assigned the following article: "How I Impersonated Barry Sheene in Argentina and..."



Vetter High Mileage Contest set for July 10

Craig Vetter's second annual National High Mileage Contest takes a new turn this year. In fact it takes all the turns on California's Highway One between San Luis Obispo and Monterey, on July 10, the race weekend at Laguna Seca.

The AMA-sanctioned contest is sponsored jointly by the Central Coast Motorcycle Association and the Salinas Ramblers. Production classes for Honda, Yamaha, Kawasaki and Suzuki include 751cc-Up, 500-750cc and 175-499cc. Each brand winner in the three classes will receive $300. Top Harley-Davidson rider wins $300, all other brands (500cc-Up) $300, and best mileage with a Vetter fairing grabs a $300 bonus. The prize for best overall mileage is $600. Production bikes must be street legal, safe and make at least 15 horsepower.

All the major manufacturers will be represented in the industry class, where nearly anything goes. The factories will compete for the magnificent perpetual trophy won last year by *Cycle World* magazine.

All entrants will depart from the Madonna Inn gas station between 7 and 9:30 a.m. on July 10. Tanks will be filled and sealed; no fuel stops permitted enroute. The distance is 135 miles. With prize money posted this year by the manufacturers, and the promise of some curious and/or bizarre entries, this should be a memorable event.

For rules or more poop: Vetter Design Works, 1 Alta Mira Lane, San Luis Obispo, CA 93401, 805/541-3330.

The AMA has added one qualifying round to its AMA/Kawasaki National Amateur and Youth MX Championship. The new qualifier is scheduled for Saturday night, June 12 at Canyon Raceway in Phoenix, AZ. For information contact promoter Ron Keyes at 602/795-2238.

As of last report, the U.S. was leading England 3-1 in a six-race speedway test series being held in England. American teamsters are Bruce Penhall, Shawn Moran, Scott Autrey, Dennis Sigalos, Kelly Moran, John Cook, Bobby Schwartz, Ron Preston and Brad Oxley. A complete report on the series will be in next week's issue.

Up in the NorCal speedway scene, the scheduled May 14 opening of the Auburn show will run as scheduled, but the Napa speedway opener has been pushed back to about June 7.

NORTHERN DATELINE

The second moto saw Michlitsch guide his Kawasaki into the lead on the holeshot with Cycle World/Honda support rider Arne Hettman right on his tail. Lange, Hettinga and Anderson followed them around. Hettman was doing his best to keep Michlitsch in his sights, and hard charging Randy Crisman was really gaining ground, moving up from eighth place to third in four laps. By the last lap Michlitsch had a comfortable lead and won the moto with room to spare. Honda-mounted Hettman, Crisman on his Suzuki and Yamaha riders Lange and Anderson took the second through fifth slots.

The 250cc Pro motos were no contest as Michlitsch led from wire to wire in both motos. In the first go around, he was followed by Cycle World/Honda support rider Steve Smith, Gresham Suzuki's Rowdy Blasdell, Hettinga and Dave Shepard on a Honda. Blasdell soon gained the second slot and held it to the flag. Hettinga, Crisman and Smith finished three through five.

Smith on his support Honda again followed Michlitsch on the holeshot with Blasdell, Hettinga and Crisman trying to gain any ground they could in round two. That order held to the finish with Michlitsch, Blasdell and Hettinga picking up first through third overall.

Results

125 PRO: 1. Tim Michlitsch (Kaw); 2. Doug Lange (Yam); 3. Jim R. Anderson (Yam).
250 PRO: 1. Tim Michlitsch (Kaw); 2. Rowdy Blasdell (Suz); 3. Dave Hettinga (Yam).

Berlutti blasts SHR MX

By Sally Sideliner

BRENTWOOD, CA, APR. 18

The Vets were bright-eyed and bushy tailed as they started off the race program today at Sand Hill Ranch. Jerry Dekay's Maico pulled a first turn lead to be closely followed by Peter Dill. Rory Muscatell held the lead for the Intermediates and kept it the entire race. Over the extremely long track, including "Godzilla Hill" and a new set of double downhill jumps, Dill followed DeKay's rear wheel the entire 25 minutes, and in the last turn of the last lap, Dill took a chance on the inside and got under the checkers first.

DeKay led moto two. Dill found himself in third, worked up to second, but DeKay was wise by now and kept a little distance between them, taking the win and the first overall.

The KTM from Pittsburg mounted by Joey Schlag found the usual first place position in the Open Experts with Allen Berlutti's Honda and Bryan Wargo itching to pass. On lap three, Lance Coleman moved to fourth while Berlutti closed the gap on Schlag but never close enough to threaten.

Schlag again led moto two before falling, slowing Coleman as Berlutti skirted to the outside for the lead. Whistlin' Wargo went around the track in second with a high-pitched whistle coming from a hole in the crankcase, but the power was still there for a second place finish.

The 250cc Pros had their problems as the red flag came up for Phil Cranes' endo (he was okay). Berlutti grabbed the lead on the restart. Dana Waxham, Jeff Verlin and Kimo Casey of Walnut Creek Honda moved away from the pack and up Godzilla Hill. Casey zeroed in on Verlin and passed him on Godzilla's uphill. Waxham moved in on Berlutti, and Caey closed as fourth was not yet in sight. Halfway through, Doug McRae, out of Karl's Yamaha in Richmond, began to move through the pack. Casey went down in the tight left turn, dropping to fifth and opening the door for McRae. Waxham passed Berlutti on Horsepower Hill, but Berlutti clung tight to his fender. Berlutti passed Waxham back in Chicken Coop corner and took moto one.

Vernon Forsythe holeshot moto two with Berlutti, John Beeman and Casey in tow. Berlutti killed his engine, and Casey took third. Forsythe slowed, and Beeman and Casey went by with Danny Dobbins taking over third. Casey passed Beeman on the inside, and Beeman went down, giving Casey the clear lead. Dobbins passed Casey on Horsepower Hill. Waxham was determined not to let Berlutti by for another win. They both got by Casey, but only Waxham made the pass on Dobbins before the checker.

Well-known Ricky Ryan led the 125cc Experts up the hill followed by Mike "Golden Boy" Whalen, Mike Johnson and Casey. Kimo passed Johnson on the inside after the double downhill jump and went for second place Whalen but didn't have time.

Ryan jumped to the front of moto two in front of Cressa, Whalen, Spoof Pena and Casey. Kimo passed Pena on the outside and took Whalen around Chicken Coop corner. Whalen stuck like glue to Casey who didn't falter and had to settle for fourth, giving the overall to Ryan, Casey and Whalen.

Results

250 EX: 1. Dana Waxham (Suz); 2. Allen Berlutti (Hon); 3. Danny Dobbins (Hon).
125 EX: 1. Rick Ryan (Suz); 2. Kimo Casey (Hon); 3. Michael Whalen (Yam).
OPEN EX: 1. Allen Berlutti (Hon); 2. Bryan Wargo (KTM); 3. Jerry Brandt (Yam).
OPEN INT: 1. Ronnie Johnson (Hon); 2. Scott Johnson (Yam).
125 INT: 1. Steve Nauman (Hon); 2. George Hopper (Yam).

Almquist, Henden grab trophies at Thurston-Grays MX

By Susan D. Brown

OLYMPIA, WA, APR. 25

The sun came out, the shirts came off, and dusty conditions prevailed as about 100 riders and quite a few spectators remembered to turn their clocks ahead and "spring" into Thurston-Grays Harbor ORV Sports Park today for motocross.

The season opener at Washougal held concurrently definitely thinned the field with only three 125cc Pros showing up. But these three set out to prove that quantity of riders and quality of racing are not synonymous. On the line for moto one, Mark Studer (Yam) blasted out of the gate followed closely by Kenny Almquist (Suz) and Jeff LaVelle (Yam).

Studer led the close race until LaVelle put the gas on, passing Almquist and putting his front wheel right next to Studer's rear one. Studer responded by pulling away rapidly, but this proved too much for his Yamaha; it began steaming. As Studer slowed, LaVelle easily got by for the win followed by Almquist.

Studer made it to the line for moto two and again grabbed the number one position. Almquist situated himself right behind Studer, waiting to make his move. With the pressure on, Studer got sideways off a jump, went off the track and lost a lot of valuable time.

Once out front, Almquist concentrated on putting track between himself and LaVelle. Studer had the gas on again, but his bike said no more, and he was out of it.

LaVelle picked up his pace and got Almquist in sight. LaVelle was flying off jumps, making quite a few front wheel landings, but they didn't seem to slow him down. At the finish, Almquist led by only a bikelength.

The fast race of the day was the first moto of 250cc Pros. New modifications to the track caused two out of six riders to go out with mechanical problems. The jumps were made into virtual launching pads with resulting broken wheels. Jack McGill (Yam) and LaVelle, both in it at the start, went out. Dave Henden (Yam) survived challenges by Rob Burkhart (Hon) and Kelly Almquist (Hus) to take the win. Burkhart's front wheel broke, but he managed to nurse it around the track for a third.

With a wheel borrowed from 125cc B rider Lance Spomberg, Burkhart managed to make his second moto. Almquist also had to do quick between-moto repairs, having broken six spokes on his front wheel. McGill and LaVelle weren't so fortunate; they had to load up and call it a day.

Burkhart holeshot and led to the halfway point when he went down, giving the lead to Henden and second to Almquist. With half a track between them, Burkhart really cranked it on, determined to catch them. He managed to pass Almquist, and even though second gear was going away on Henden's Yamaha, time ran out during Burkhart's super effort. First overall went to Henden with Burkhart capturing second place honors and Almquist third.

125cc B proved to be an exciting race to watch with Highland Honda rider Lance Spomberg moving off the line like there was no tomorrow. Spomberg put eight seconds between himself and John Bean (Kaw) and Brian Curtis (Suz).

The really early race action was between Bean, Curtis and Kevin Wester (Yam). Wester was the rider to watch, passing everyone and closing the gap on Spomberg. Wester and Spomberg were dicing it out on the last lap, hitting up against each other only a short distance from the finish line. Spomberg hung on for the win.

Moto two was a different story with Spomberg taking a bad fall while in third place. Wester got the win this time and captured the overall. Curtis was second and Scott Jordan (Suz) third. Everett Bartlett (Yam) made a good second moto showing to end up with fourth overall. Spomberg got the fifth place trophy and a badly wrenched ankle which will probably put him on the sidelines for next Sunday's Gold Cup at Roseburg, OR.

Results

MINI A: 1. Scott Grimm (Yam).
MINI B: 1. Jeff Nelson (Suz).
MINI C: 1. Casey Jones (Hon); 2. Fred Criss (Suz); 3. Pat Schouweiler (Hon).
PEE WEE A: 1. Casey Jones (Yam).
PEE WEE B: 1. Tara Harrison (Yam).
PEE WEE C: 1. Matt Bergsma (Yam).
OT: 1. Robert Harrison (Mai).
OPEN A: 1. Scott Fisher (Suz).
OPEN B: 1. Rodney Zimmerman (Suz); 2. Ed Brewer (Hus); 3. Jonathon Pike (Hon).
250 C: 1. Jim Townsend (Hon); 2. Jay Spondoni (Suz); 3. Steve Husko (Hon).
OTH A: 1. Norm Bergman (Hon).
OTH B: 1. Paul Mutch (Hus); 2. John Aruseu (Suz); 3. Eric Brown (Hon).
100 A: 1. Robbi Davis (Suz).
100 B: 1. Tracy Bethel (Kaw).
100 C: 1. Mark Sloan (Suz).
OPEN PRO: 1. Tim Birk (Suz).

Johnson, Hopper take AME Sprockets MX

By Laura Richard

BAKERSFIELD, CA, APR. 18

The American Motocross Enterprises motocross at Sprockets Park hosted a large turnout of racers today. In the Open Pro race, Brand Johnson was able to take his Suzuki of Ventura-sponsored Suzuki to back-to-back wins. He fought off strong competition from Bakersfield Yamaha-sponsored Greg Torgerson, who was able to capture the second spot, and Kolbe Honda-sponsored Steve Rawson who finished third. In the 250cc Pro class, there was no stopping strong charging Bakersfield Yamaha-sponsored Allen Hopper as he took his Yamaha to double wins, while Kern Sport Cycle KTM-mounted Beaver Ellis finished second, and third went to another Kern Sport Cycle-sponsored rider, Husky-mounted Mike Yafchak.

In the Open Intermediate race, Bakersfield Yamaha-mounted Allen Decker took the win with second going to Mike Lopez (Yam). R&L Racking/Yamaha-mounted Ronnie Lewis took home third place for the day. The 250cc Intermediate class saw Suzuki of Bakersfield rider Tim Winslow taking the overall win with second going to Suzuki-mounted Tom Brooks. Third went to Honda-mounted Brent Patterson. The 125cc Intermediate race went to Suzuki of Ventura-sponsored Lance Johnson with second place going to James Bennett (Suz) and third going to Taft Yamaha rider Scott Rowland.

Down in the Mini class, Kern Yamaha-mounted Alan Pierce won the 83cc Junior class with second going to Tony Mercier and third to Suzuki-mounted Jimmy Gorge. Jim Heiser was able to put together two firsts in the 83cc Intermediate race, while in the Expert class, Suzuki of Ventura-mounted Lance Johnson took the back-to-back wins. Kevin Peoples was able to take wins in the 61cc Intermediate race while Yamaha-mounted Joe Brown finished in second spot. Bobby George took the overall win in the 61cc Junior race. •

Results

61 JR: 1. Bobby George (Kaw).
61 INT: 1. Kevin Peoples (Yam); 2. Joe Brown (Yam).
61 EX: 1. Mitchell Hukell (Yam); 2. Brad Jones (Yam).
83 BEG: 1. Troy Moore (Yam); 2. Rick Cole (Yam); 3. Kevin Thompson (Suz).
83 JR: 1. Alan Pierce (Yam); 2. Tony Mercier (Suz); 3. Jimmy Gorge (Suz).
83 INT: 1. Jim Heiser.
83 EX: 1. Lance Johnson (Suz).
VET JR: 1. Carl Casanova (Yam); 2. Jay Willinham (C-A).
VET EX: 1. Randy Lewis (Hus); 2. David Rodgers (Hus).
100 JR: 1. Tony Mercier (Yam); 2. Carl Mitchell (Suz).
125 BEG: 1. Mike Hatch (Suz); 2. Harvey Thompson (Hon).
125 JR: 1. Joe Mejia (Suz); 2. Gary Monday (Yam); 3. Jim Heiser (Yam).
125 INT: 1. Lance Johnson (Suz); 2. James Bennett (Suz); 3. Scott Towland (Yam).
250 BEG: 1. Mike Beadle (Suz); 2. Mark Moreland (Hon).
250 JR: 1. Dennis Cossidy (Hus); 2. Mike Hukill (Yam); 3. Greg Giggy (KTM).
250 INT: 1. Tim Winslow (Suz); 2. Tom Brooks (SUz); 3. Brent Patterson (Hon).
250 PRO: 1. Allen Hopper (Yam); 2. Beaver Ellis (KTM); 3. Mike Yafchak (Hus).
OPEN BEG: 1. Jeff Vaughn (Hon); 2. Don Glen Denning (Yam); 3. Clyde Benson (Yam).
OPEN JR: 1. Aldie Geiser (Yam); 2. Mark Pishinsky (Mai); 3. Randy Winslow (Yam).
OPEN INT: 1. Allen Decker (Yam); 2. Mike Lopez (Yam); 3. Ronnie Lewis (Yam).
OPEN PRO: 1. Brand Johnson (SUz); 2. Greg Torgerson (Yam); 3. Steve Rawson (Hon).

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Central Pipeline

Olson, Stork stab at Rapid City MX victories

By Brian George

RAPID CITY, SD, MAY 2

With a two-week lull in the South Dakota State Championship Motocross Series, the Rushmore Cycle Club, headed by Bob Bailey and Mark Javersak, who both put in a group of hours in preparation, held an off-Sunday motocross at the Rice Cycles motorcycle track just on the outskirts of Rapid City. The course layout featured sections of off-cambered stadium-type whoops, tee-pee double jumps and a switchback grassy extended section, which all added up to some fantastic racing on the tight, twisty terrain. Some 100 riders were on hand for the event, which wasn't expecting nearly that kind of a turnout, and Mother Nature responded with beautiful 80-degree temperatures all day.

In the Professional ranks, Billy "Coyote" Stork brought home two back-to-back overall victories, in the 250 and 125cc Pro divisions, while Kelly Olson grabbed both motos of the 500cc segment.

One-two-fives kicked off the morning action, and as the pack headed into the first turn, Ward Wasserburger grabbed the holeshot but went down in the first turn, while a group of other riders flat missed it completely and left Mike Friend with the early lead.

Stork was one of the riders involved in the tangle and got underway dead last. In one lap he moved into sixth behind Friend, Wade Rice, Todd Gikling, Brad Kurtz and Mark Harwood, then in another trip around, he was pressuring for the lead. Friend held firm for the next three laps, but Stork went around at the halfway point and ran off for the win.

Friend held onto second after the battle among Stork, himself and Rice for the front slot had ceased, but Rice found Todd Gikling breathing down his jersey with only one lap remaining. Rice made no mistakes the last lap, until they headed for the double jump at the finish line, where Gikling made a wild inside pass that took Rice by surprise and netted Gikling third place when he flew by the checkers. Kurtz wound up in fifth, while Joel Henery and Wasserburger took six-seven after their first corner escapades.

Round two saw Friend again take the lead in the first few corners, with Wasserburger, Kurtz, Gikling, Stork, Lyle Ferguson and Rice in tow. On the first lap, Friend pulled out a comfortable lead, while Stork worked around Gikling, Ferguson and Kurtz, then as they started lap two, he went after Wasserburger. Again Friend momentarily held on strong, but eventually Stork took over and went on to win the moto and overall, with Friend second in both standings. Gikling held a strong third at the wire with Wasserburger and Rice rounding out the top five.

In the 250s, Friend took the holeshot of the first moto, while Stork got off nearly last, but by the end of two laps, Stork was working through the top three. This time, however, Friend was ready for the charge and held Stork off for a number of passing attempts. In his attempts, Stork stalled in a turn while trying to cut inside too deep and had to come back from a distant second. Time ran out, and Friend had the moto with Stork second and Keith Parmely overtaking Dave Molder and Wade Rice late in the moto for third.

Stork got into the lead early in the second moto and stretched his advantage for the entire 10 laps, while Friend spent his time working with Dave Molder, who took the holeshot and led for the first lap and a half. Friend got by Molder, but four laps later, Molder took the runner-up slot right back.

In the final two laps, Friend tried to move back into second, but Molder held steady and took the spot. As they took the white flag, Parmely rocketed around Friend and made the pass for third stick to the wire. Rice rounded out the top five, followed by Clint Pepper, who ran top five in both motos but couldn't get Rice in the latter laps. Stork took the overall, his second one today, followed by Friend and Molder. Stork has now won all four race he's entered over the past two weekends, and when the State Championship Series resumes, he'll be tough to beat.

For the Opens, both motos found Kelly Olson grabbing the holeshot and turning in the fastest lap times of the afternoon on his way to the two-moto sweep. In each round, Perry Bicek ran in second and put early pressure on Olson but couldn't get the drive to move out in front. His pair of seconds netted him second in the overall behind Olson, while Jay Lael grabbed third both times.

In the Senior ranks, it was Bob Bailey taking the top honors, winning the second moto after running second to Bill Stork in the first. Stork jammed his right elbow early in the second moto while running third and had to pull off before the finish, which left second in the overall to Dave Hudson with his 3-2 moto finishes. In third was Lonnie Laws, posting a 4-3 moto tally.

Walter Mueller took the 250cc B honors with a pair of moto wins while Shane Ivey earned the 125cc B overall, winning the first moto easily but having to get past a tough Kirk Worley in the second for the moto win. As for the Mini Bs, Steve Prestjohn ran away with both motos for the win ahead of Scotty Jensen and Brad Wagner.

For the Enduro ranks, Jake Haffner took both motos going away, as Rex White worked back from a crash in the first moto to run second at the wire, then go all the way in second the next time. Curtis Funk provided some exciting action in the first round, crashing himself into the ground a number of times, but he came back in the second moto to run a consistent third to the finish.

Scott Campbell and Greg Hyde traded moto wins in the 125cc C class, with Campbell earning the overall due to his second in the second moto to Hyde's third in the first. As for the Minis As, Ladd Poiter took both motos just ahead of Mark Mueller and Jerry Wagner.

Results

125 A: 1. Billy Stork (Yam); 2. Mike Friend (Hon); 3. Todd Gikling (Yam).
SR: 1. Bob Bailey (Hon); 2. Dave Hudson (Mai); 3. Lonnie Laws (Yam).
250 A: 1. Bill Stork (Yam); 2. Mike Friend (Hon); 3. Dave Molder (Hon).
250 B: 1. Walter Mueller (Suz); 2. Ed Perter (Suz); 3. Mark Clarke (Yam).
500: 1. Kelly Olson (Hon); 2. Perry Bicek (Hon); 3. Jay Leal (Hon).
MINI A: 1. Ladd Poiter (Yam); 2. Mark Mueller (Suz); 3. Jerry Wagner (Kaw).
MINI B: 1. Steve Prestjohn (Yam); 2. Scott Jensen (Hon); 3. Brad Wagner (Yam).
ENDURO: 1. Jake Haffner (Yam); 2. Rex White (Kaw); 3. Curtis Funk (Kaw).
125 B: 1. Shane Ivey (Yam); 2. Kirk Worley (Suz); 3. DeWayne Hokanson (Kaw).
125 C: 1. Scott Campbell (Yam); 2. Greg Hyde (Suz); 3. Kevin Forrester (Yam).

Coyote strikes at Mitchell SD MX

By Brian George

MITCHELL, SD, APR. 25

The Mitchell Scramblers worked week-long under the direction of Mick Shevlin to get their track ready for the third round of the South Dakota State Championship Motocross Series, and when over 150 riders rolled in on Sunday morning, they were greeted with a beautifully prepared stadium-type circuit that challenged every rider's aerial abilities, keeping them airborne nearly 80 percent of the race! Despite some heavy winds and mild later-afternoon dust, the race schedule provided some healthy action in all three of the Pro classes, and saw an exciting crop of Amateurs and Intermediates attempt to reasonably control their machines and somewhat resemble full-fledged motocrossers.

Billy "Coyote" Stork made the trip up from Rapid City to Mitchell, and after an impressive weekend in Yankton the previous round, found hardly any competition to hold him back. He flat roosted all over the 125 and 250cc Pros, winning every moto, running away at the flag. Mike Shurman, currently in search of some sponsorship, kept up his weekly top-three consistency and finally earned himself the overall victory in the 500cc Pro class, trading moto wins with Kelly Olson and breaking a three-way tie for the honor.

First out of the gate were the 500cc Pros, and immediately Kelly Olson set a rugged pace. Bruce Lounsbury took his 480 Honda into first at the first turn, followed by Mark Newman and Olson, with Shurman back in the pack. By the end of the first lap, it was all Olson, and he rode out front the rest of the moto, virtually uncontested. Shurman began steadily picking off riders one by one, but time ran out on his bid to overtake Lounsbury for second, and he had to settle for third in the moto, with Greg Chicone and Newman behind.

Olson again proved the one to beat in the second moto, grabbing the holeshot and building up a very sizeable lead ahead of Lounsbury, Newman and Kevin Poole, while Shurman again suffered a mid-pack start and had to spend time sorting through the traffic. Just as easily as Olson gained his advantage, he lost it when his mount went dancing uncontrollably through a section of whoops and attempted to plant Olson as a crop of spring wheat off to the side of the track.

By this time, Shurman had worked up to second and went on to take the lead and eventual moto win with Lounsbury running behind, while Olson uprooted himself, remounted and caught back up to third by the checkered flag. Poole and Newman rounded out the top five, but in the overalls, the order went Shurman, Lounsbury and Olson.

Next up were the 250cc Pros, and here's where the Coyote began his afternoon feast of four straight motos in two classes. Mark Thome took his CR Honda into the holeshot out of the gate, with Tim Haight behind, while Stork motored off in seventh. By the third corner, Stork had blitzed the entire front pack and went into first, then threw up a roost good-bye.

Behind the romp, Mike Friend, after a mid-pack start, caught Haight and began a dice for second, as Thome viewed from behind. The two traded the runner-up slot several times, until with only half a lap left, Friend put a charge on to the wire and pulled away from Haight. Wade Rice came from dead last off the line to overtake fourth at the finish.

Friend grabbed the holeshot in the second moto, while Stork and Haight tangled coming out of the gate, and Stork wound up eating everyone's dust in last place as they hit the first turn. On the first lap, Stork again went bananas and mercilessly ran around everybody but Friend and took over second during one circuit, but it would soon be enough to give him the lead.

Friend began a string of crashes that eventually took him out of the race. First, Friend low-sided on the downhill side of a tee-pee jump, then high-sided two more times in the next few laps, and finally went over the bars, which brought him a disqualification for cutting off part of the track while his head was in a state of subdivision. Stork wasted no time in running away with the moto, while Rice took over second ahead of Thome and Haight, the latter three a half a lap down from Stork at the wire. The moto finish order was also the same as the overall with Stork taking the first win of the day.

In the one-two-fives, Kevin Zeal holeshot the first moto with Friend, Greg Shevlin, Stork and Todd Gikling running in the top five, but by the end of the first lap, Stork had gone by Shevlin and Friend and was right on Zeal. As the pack headed up the long uphill section of the course at the start of lap two, Stork went by Zeal into the lead, then pulled away, never again to be caught in the moto. Friend pulled up on Zeal to battle for second, and in their heated battle, they both locked bars and went down, letting Gikling, who had just gone by Shevlin, go on into second, while Friend and Zeal struggled to get back up and going. Friend went out the fastest and took back third place by the finish, with Zeal edging out Shevlin for fourth.

Friend holeshot moto two, with Zeal, Shevlin and Gikling in tow, while Stork again got off dead last, but by the end of the first trip around, Stork was in fifth and closing steadily. After quickly going around Gikling and Shevlin, Stork shot by Zeal going into a long set of stadium whoops, then literally flew over Friend on the last of the whoops, block passing him in the next corner to keep hold of first. From there he motored off to another moto victory and the overall.

Back in second, Zeal put the same move on Friend as Stork on the next lap, going into second, but Friend came right back in the next straight to grab the position back and held on to it for the duration of the moto. Zeal came in third for the moto, while Gikling worked past Shevlin for fourth. Stork, of course, got the overall, his second of the day. Friend went to the pay-off window to collect second overall monies, and Gikling earned third for the day. •

Results

125 PRO: 1. Billy Stork (Yam); 2. Mike Friend (Hon); 3. Todd Gikling (Yam).
250 PRO: 1. Billy Stork (Yam); 2. Wade Rice (Hon); 3. Tim Haight (Suz).
500 PRO: 1. Mike Shurman (Yam); 2. Bruce Lounsbury (Hon); 3. Kelly Olson (Hon).

RESULTS

D-37 MX First Quarter Point Standings By Charleen Ho

WOMEN	
Leitinger	852
Ho	422.40
Matthews	378
Ray	356
Mercedes Gonzalez	324
Allen	290.4
Webb	252
Ehrenborg	198
Stuebner	185
Douglass	180
Murray	168
Christensen	150
Tracy	147.6
Maria Gonzalez	140.4
Spielman	120
Tanner	62.4
Mayfield	55
Gilio	54
Marshall	37
Watson	36
ATC	
Gray	45
80	
Pounds	330
Morabito	280
Moore	180
Mabery	70
Carmien	45
Sieman	36
Charron	31.5
Trippensee	25
125	
Yetto	450
Rudder	290
O'Donell	280
Sigrist	225
De Pillo	170
Bohlken	130
Bienert	125
Winkler	120
Stuebner	115
Franco	100
Hurwit	96
Cardillo	90
Marcell	80
Phelps	70
Stanford	60
Davison	60
Roach	40
Lehotan	40
Roberts	40
Youmans	30
250	
Pettigrew	525
Stuebner	240
McMahon	240
Taylor	225
Jones	160
Krause	130
Marquis	120
Paris	106
Bazemore	105
C. Penny	95
Comer	95
Gabrielson	90
Piorkowski	70
Wimmer	60
Ream	50
Vetter	45
E. Penny	38
Valentino	32
Rivera	30
Johns	17
500	
Sanchez	325
Grant	305
Rawson	300
Rutten	270
Gibson	210
Boal	200
Michetti	165
Sewell	105
Ferguson	90
Melanson	90
Davy	79
Ehrenborg	65
Lewis	60
Burley	60
Mazor	53
Clever	50
Smith	45
Beck	40
Hudson	40
Rader	37
VET	
Ratzloff	426
Wilson	425.7
Tartaglia	363
Rosenberg	342
Sieman	334
Smith	320
O'Neal	258
Sawyer	209
A. Olson	198
Beltinck	189.2
Main	170.5
Turner	144
Parker	139.5
Groce	138
Minert	138
Dietrich	132
Boal	122.1
White	116.4
O'Leary	112
Burley	99
Guzman	88
M. Olson	81.6
Reese	81
Fiala	70
Joines	69.5

Short Track Hot-Lines Prom. Hills Ferry Speedway Newman, CA Apr. 24, 1982

100 EX	
Winkie Freitas	Yam
Thomas Carriger	Yam
Ronnie Hayes	Kaw
Kelly Fischer	Yam
80 NOV	
Steve Rasmussen	Yam
80 JR	
Ricky Smith	Yam
Steven Raymond	Yam
80 EX	
Michael Macedo	Yam
Winkie Freitas	Yam
Jeremy Chisum	Kaw
Stephen Mayfield	Yam
Kelly Fischer	Yam
100 JR	
Jason Murphy	Yam
125 NOV/JR	
Marvin Duham	Kaw
250 NOV	
Robert Damron	Yam
Randy Holycross	Yam
Craig Johnson	Yam
250 JR	
Danny McDonnell	Hon
Larry Staggs	Kaw
Eric Green	Yam
Ricky Cremora	Yam
250 EX	
Mark Key	Yam
P.J. Sanchez	Kaw
Bruce Johnson	Yam
Robert Curry	Yam
Joe Knight	Yam
500 NOV	
Randy Holycross	Yam
Kenneth Terra	Yam
500 JR	
Kelly Bennett	Yam
Danny McDonnell	Hon
500 EX	
Kim Jorgensen	C-A
Scott Podergois	Yam
Aaron Hill	Hon
Chris Carr	C-A
Joel Green	Yam

AMA/TCR Motocross Austin Motorsports Raceway Austin, TX Apr. 25, 1982

MICRO MINI	
Gary Stevenson	Kaw
Travis Motley	Yam
Derek Hanson	
Shawn Huggins	
Eric Culver	
MINI JR	
Gary Stevenson	Kaw
Roy Schellenberger	Yam
Jerry Benner	Suz
Shawn Huggins	
James Prasifka	Yam
MINI SR	
Bradyn Ready	Kaw
Michael Merlo	Suz
Lance Baldridge	Yam
Mark Myett	Suz
T.R. Bons	
MINI STK	
Lance Baldridge	Yam
Scott Chesser	Yam
Brandyn Ready	Kaw
Tiger Foytik	Suz
Michael Merlo	Suz
100	
Brent Carrizales	Yam
Mike Murray	Yam
Darrin Huggins	
125 NOV	
Bobby Cornelison	Yam
James Roy	Suz
Larry McClish	Yam
Tim Weatherington	Suz
Tracy Terrell	Yam
125 STK	
Jason Otto	Kaw
Brent Carrizales	Yam
Carl Beers	
125INT	
Bryan Abernathy	Kaw
Tom Hamilton	
Skipper Beavers	Suz
Jason Otto	Yam
Bobby Williams	Suz
250 NOV	
Shane Beavers	Suz
Jeff Gunter	Hon
Curry Herrin	Hon
Jim Grist	Hon
Rocky French	Hon
250 INT	
Kyle Lewis	Hon
Skipper Beavers	Suz
Mike Schriefer	Hon
Mark Lamb	Hon
Cody Lipps	Hon
250 STK	
Rob Leasure	
OPEN NOV	
Shane Beavers	Suz
Danny Herrin	Hon
Mike Beers	Hon
John Balcom	Hus
Ray Arnold	Hon
OVER 30	
Dave Adams	Hus
Darus Gramley	Kaw
Steve Corlee	Mai
OPEN INT	
Dennis Burzynski	
David Burges	KTM
Carter Bruce	Yam
125 EX	
Bryan Taylor	Hon
Greg Fouts	Yam
Mike Foytik	Suz
250 EX	
Jack Beckham	Hon
Hunter Carouthers	Yam
John Paul Kindhart	Kaw
David Hammond	
Mike Sparks	Suz
OPEN EX	
Mike Wallcot	Yam
Glen Goodier	Hon
David Maclaskey	Hon

MRA Road Race Pueblo, CO Apr. 11, 1982 By Rocky M. Squirrel

450 PROD	
Mike Cameron	Hon
Gary Amundson	Yam
Scott Elledge	Yam
600 PROD	
Norm Meyer	Kaw
John Flieder	Kaw
Ed Kozlawski	Kaw
850 PROD	
Norm Meyer	Kaw
Ray Farrow	Kaw
Bob Brownell	Suz
OPEN PROD	
Roger Maddox	Suz
Ray Farrow	Kaw
Bob Brownell	Suz
555 SUPERBIKE	
Mark Smith	Yam
Mike Farmer	Yam
Rick Manka	Yam
750 SUPERBIKE	
Mark Smith	Yam
Mike Farmer	Yam
Rick Manka	Yam
OPEN SUPERBIKE	
Mark Smith	Yam
Dave Kieffer	Kaw
Joe Davis	Suz
FORMULA 2	
Rick Orlando	Yam
Mark Smith	Yam
Mike Farmer	Yam
FORMULA 1	
Rick Orlando	Yam
Dave Kieffer	Kaw
Joe Davis	Suz
POINT STANDINGS	
Norm Meyer	90
Mark Smith	75
Dave Kieffer	62
Gary Amundson	44
Mike Farmer	42
Rick Orlando	40
Ray Farrow	38
Bob Brownell	36
Rick Manka	34
Mike Cameron	34
Roger Maddox	28

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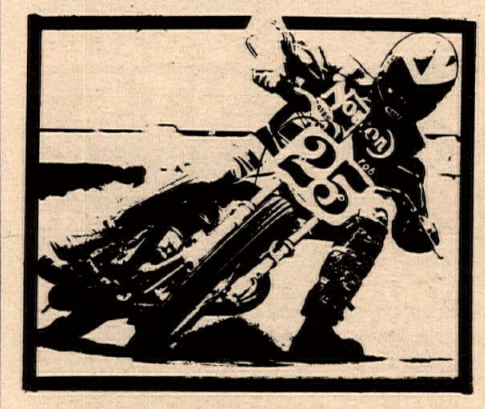

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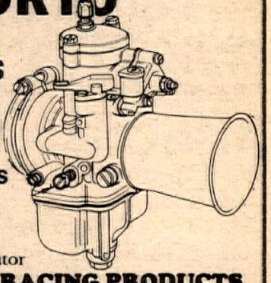

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June 6 — Laguna Seca
June 13 — Sears Point
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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

7/17	Los Angeles, CA
11/6	San Diego, CA

AMA National Motocross Series

5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

NMA Grand National Championship Series

NORTHWEST

6/12	Boise, ID
6/19	Roseburg, OR

WESTERN 2

5/16	Brentwood, CA
5/23	Freemont, CA
6/6	Brentwood, CA
6/13	Huron, CA
6/27	Brentwood, CA

WESTERN 1

5/23	Saddleback, CA
6/13	Arroyo, CA
6/27	Indian Dunes, CA
7/3&4	Barona Oaks, CA

ARIZONA

5/16	Blythe, CA
5/29	Rhoenix, AZ

ROCKY MTN. 2

5/22	Idaho Falls, ID
5/23	Idaho Falls, Id
6/19	Mt. Home, ID
6/20	Mt. Home, ID

ROCKY MTN. 1

6/5	Ft. Collins, CO
6/6	Ft. Collins, CO
6/26	Mitchell, NE
6/27	Mitchell, NE

SOUTHWEST

5/16	Farmington, NM
5/23	Hobbs, NM
6/6	Albuq., NM
6/13	Gallup, NM

HIGH PLAINS

5/16	Le Fores, TX
5/30	Midland, TX
6/13	Wellington, TX
6/27	Lawton, OK

TEXAS

5/15&16	Conroe, TX
6/5&6	Dallas-Ft. Worth, TX
6/19&20	Houston, TX

CENTRAL

5/15&16	St. Joseph, MO
5/29&30	Great Bend, KS
6/12&13	New Boston, MO
6/26&27	Ks. City, MO

OZARK

5/29&30	Springfield, MO
6/5&6	Branson, MO
6/19&20	Tulsa, OK

AMA Superbike Road Race Series

5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

5/15-16	Sonoma, CA
7/31-8/1*	Lexington, OH
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

Western Region

5/16	Redding, CA

AMA One-Day Qualifier Series

5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules AMA/Dragbike!

6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
6/26-27	Fremont, CA
7/10-11	Bryon, IL
7/31-8/1	St. Louis, MO
8/11-14	Sturgis, SD
8/21-22	Atco, NJ
9/4-5	Cicero, NY
9/11-12	Columbus, OH
9/18-19	E. Irvine, CA
9/25-26	Commerce, GA
10/17	Fayetteville, NC
10/24	Hollywood, FL
10/24	Fremont, CA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

5/29-30	Epping, NH
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Freemont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk Only
** Top Fuel Only
*** Fun Bike Only
**** Pro STk & Fun Bike Only

SCORE/Pernod Race Schedule

6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

Other Major Events Abroad

6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY
9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open
11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

World Speedway Championships

8/15 Team
White City, England
8/28 Individual
LOS ANGELES, CA
12/11 Pairs
Liverpool, Australia

Other Major U.S. Events

10/31 The Superbikers
Carlsbad, CA

EVERY WEEK

Tuesday

CALIFORNIA

VENTURA SPEEDWAY
Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults $4.50, Jr. $3, Child $1 AMA/Ventura Raceway. Info call 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac. 6:30, race 7:30. Lic. req., avail. @ track ($20). Entry $12. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. 900 S Arrowhead. 3 Div., 30% of the gate vs. $1225 + troph. Adult adm. $5, child $1.50, Pref. parking $1. Open 6:30 p.m., race 8. $7 per rider, $5 mechanic. American Raceways, Inc. Info 213/446-0969, 446-2241.

SPEEDWAY 117 MOTOCROSS
Speedway 117, Chula Vista, CA. All classes + all ATV classes. CMC license req. Gate/sign up 5-7 p.m., prac. 6-7, race 7:30. Entry $12 — includes gate and ins. Watch $4.50, 6-12 yrs. $2.50, child free. CMC/Speedway 117. Info 714/690-6414.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Cneter to Sand Cyn. All Classes, 30% troph., 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under 12 $1. Info 714/552-5511.

CMC ASCOT TT SCRAMBLES
Ascot Park, Gardena, CA. All classes, Pro payback, sportsman trophies. CMC license req., can be pur. ($20) at track. Gates open 5 p.m., sign up close 6:30, prac. 6-7, race 7:30. Entry $12, watch $5 adults, $3.50 Jr., $2 kids 8-12. CMC sanctioned.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd. to Jackson Hwy. to Excelsior Rd. All classes, Troph., 100% Pro p.b. Numbers on helmet req. Gate 5 p.m., prc. 5:30-6:30, race 7. Entry $10, $15 Pros, watch $4, kids $2. Sacramento Raceway. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

AUBURN SPEEDWAY
Auburn Fairgrounds. Auburn, CA. 30 mi. E of Sacra[illegible] take Maple St. exit off [illegible] signs. Pit gate opens 6 [illegible] p.m., race 8. Entry $7. Riders call 916/448-7557, 485-7140 (John Houston).

STARTS MAY 14

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

NAPA SPEEDWAY
Town and Country Fairgrounds, Napa, CA. Entry i[illegible] Coverado Trail Rd. Gate ([illegible] p.m., race 7:30. Entry $7, rider [illegible] 707/252-8772 (Dennis Robinson).

STARTS MAY 15

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req. Gates open 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi-pro $4, watch $3.50, under 12 $1, pit pass $1 (whites req.). Moural Associates. Info 916/342-0063, 4216.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

CENTRAL VALLEY CLASS A SPEEDWAY
Located 1/2 mi. E of U.S. 99 at U.S. 198 (Holiday Inn exit), Visalia, CA. 70 mi. N of Bakersfield, 35 mi. S of Fresno. Div. I, II, III + Jrs. Troph. to H/C class winners, $1,000 purse against 30% of gate. All riders gar. 2 rides. Pits open 6 p.m., close 7:15. Gate 7 p.m., race 8. Riders $7, mech. $5, watch $4. Central Valley Speedway Club. Info 209/683-4270.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

May 7

CAL CITY GP ENTRIES
Entries open for California City Grand Prix. CLose June 15. For info call 213/423-2646 (Allen), 767-0667 (Ron).

May 14

R.A.C.E. OF ARIZONA SHORT TRACK/TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. $500 Pro purse, 33% trophies, trophy dash & sweepstakes race, special $ class for 3-wheelers. Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

May 15-16

NMA SPRING NATIONALS, TEXAS/LOUISIANA REGION
Conroe Motocross, Conroe, TX. All NMA classes, Championship Troph., 100% Ex. p.b. Regional Qual. for Ponca City. For entry info call or write Bob Holley, P.O. Box 2321-A, Freeport, TX 77541. 713/849-0937.

May 15

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Gates open 4 p.m., prac. 5, race 7. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13. Spectator $4, 6-11, $1. Hotline Promotions. 415/489-6625 (Ken Birchfield).

May 16

YAMAHA PERPETUAL GOLD CUP MX SERIES
Colville, WA. 70 mi. N of Spokane, 6 mi. N of town on Williams Lake Rd. All classes. Gates open Sat., prac. 8 a.m., race 9:30. Entry $10, Pros $25. Info 509/684-8552 (Don Lentz).

BLYTHE MOTOCROSS
Blythe Raceway, Blythe, CA. I-10 to Lovekin exit, N 5 mi. over RR track. Gate 6:30, all classes, troph for Sptmn, 100% Pro p.b. Entry $10, $15 post, Ex. $14. (Set on separate line) Arizona Series, NMA. Info 602/795-2238.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

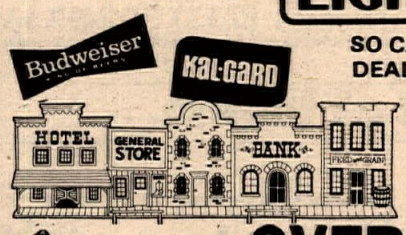
CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

D-36 MARYSVILLE MOTOCROSS
"E" St. Bridge Track, take Hwy. 70 to N. Bea Le Rd. (at S City Limit) go over levee on Shad Rd. All D-36 classes super trophies. D-36 rules, card, #s req. Gate 6:30 a.m., sign up 7, race 9. Entry $15, Pros + $5, watch $4, kids $2, children free. Info 916/695-2727 (Charlie Sexton).

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport [illegible] mi. to track. All classes [illegible] to Am. Gates open 7 a.m. [illegible] up, 8, prac. 9:30, race [illegible] AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

NO SPEEDWAY/ST. PRAC.

DUNESTOWN
GRAND PRIX MAY 16
presented by Budweiser LIGHT YAMAHA



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9 a.m. 3 & 4 Wheel ATV
10 a.m. Old Timers/O.T.H.G.
11 a.m. All Pros
12 noon All Open, Am, Nov, Beginner 4-Stroke
1 p.m. CRC Vets
2 p.m. 100, 125, 175, 200, Am, Nov, Beg
3 p.m. 250 Am, Nov, Beg
4 p.m. Team Race

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THURS	MAY 20	MOTOCROSS	O.C.I.R
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JUNE 20 RIVERSIDE GP
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CRC RACE SCHEDULE
May 14 — MOTOCROSS
Friday Night — Indian Dunes
May 16 — GRAND PRIX
DUNESTOWN CLASSIC
Indian Dunes
May 23 — MOTOCROSS
Saddleback
May 28 — MOTOCROSS
Friday Night — Indian Dunes
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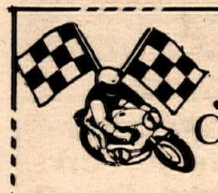
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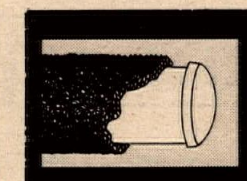

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TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

OT INDIAN DUNES GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. From L.A. take I-5 to Hwy. 126, track is on left. All O.T. Assoc. classes, 30% troph. Memb. open, 40+ yrs. to join. Gate 7 a.m., entry $20. Old Timers Association. Info 714/968-8775 (Dick), 496-8779 (Dennis).

CRC DUNESTOWN GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. From L.A. take Hwy. 5 to Hwy. 126. Park is on left. Final race in Dunestown Series. All classes, $1,000 Pro purse + contingencies. Entry $20 all riders, $25 post. Entry (mail) closes May 9. Mail to CRC, 24518 Island Ave., Carson, CA 90745. California Racing Club. Info 213/830-7519.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CMC HOLLISTER HILLS MOTOCROSS
Hollister Hills OHV Park, Hollister, CA. All classes + OT, Vets & 3-Whl. 30% troph., 100% Pro p.b. Gate 6 a.m., prac. 8, race 9. Gate fee $5, entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All clases, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

CARNEGIE HILLCLIMB
Carnegie SVRA, Livermore, CA. From I-5 exit 580 cutoff to Corral Hollow, W 5 mi. exit Greenville Rd., lt. Telsa Rd. 12 mi. All classes + New Motocross bike class. Entry $10, watch $3. Campbell Motorcycle Club. Info (days) 408/637-6100, (eve) 637-1492 (Karl Johnson).

D-38 GRAN PRIX
Rosarito Beach, Baja Calif., Mexico. All classes inc. 3-Wh., Women, Vets, Srs. Participation and finisher pins + 20% trophy. Insur. must be purch. Entry $22 mail, must buy $6 ins. at sign-up, $30 post-race lia. ins. only, $32 mail ent. w/ins. pkg. for 3 days-covers nearly everything — call for info. Send 3 SASE with entry and check to: Hilltopper M.C., 6340 Indiana Ave., Long Beach, CA 90805. Entries open 4/5, close 5/7 — starting pos. det. by post-mark. For info call 213/428-4971 or 714/994-1170.

CORONA SPRING SUNDAY FLAT TRACK TRIPLE HEADER
Corona Raceway, Corona, CA. Off Hwy 91 in Corona. All classes, short track, TT, Half Mile. Gate 9:30 a.m., prac. 11, entries close 11:30, race noon. Entry $8, Pros $10 ($8 p.b.). Info 714/735-1705, 689-1913.

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

WASHINGTON MOTOCROSS
Jolly Rodgers Racetrack, Seattle, WA. I-5 to exit 152, Orillia Rd. to 42nd, rt. up hill on 216th, lt at 41st to track. 33% troph., 100% Pro p.b., all classes + special Gran Prix class. Gate 7:30 a.m., prac. 9, race 10. Sptsmn. $5, $13 Pro, $1 donation watch. SMC/AMA/Cycleserve Acc. Co. Info 206/839-3959 (Lance Marshall).

D-37 DESERT RACE
Anderson Dry Lake, Camp Rock Rd. Simi Valley M/C. 10% troph., start 9 a.m. Dist. riders $14, pie plates $16. Info 805/522-3097 (Rob Shelton).

NEBRASKA SHORT TRACK
Moto Sports Park, Fort Calhoun, NB. From I-680 take 48th St. exit, 7 mi. on Hwy. 73 to town. Banked 1/8 mi. track. Info 402/566-1306, 391-0149.

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies, 100% Pro p.b. Parts in the Pits, concessions. 20-min. motos for Nov./Vet/OT, 30-min. for Jr./Ex. Gates close midnight, open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1, under 6 free. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

CMC MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes Inc. ATV & Ody. Gates open 6 a.m., sign in 7-8:15, race 9. Entry $14, Ex. $15 + 5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

May 18 & 19

RUSS DARNELL MOTOCROSS SCHOOL
Anchorage, AK. $60 for 2 day school. Info 714/980-3212.

May 18

LAST CHANCE ENDURO DRAWING
Shakeys Pizza Parlor, 866 E. Las Tunas Dr., San Gabriel, CA. Drawing at 8 p.m. Event date May 29, 30. Info 213/333-8594, 478-3306, 287-8157.

May 21

R.A.C.E. OF ARIZONA SHORT TRACK/TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. $500 Pro purse, 33% trophies, trophy dash & sweepstakes race, special $ class for 3-wheelers. Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

May 22 & 23

CENTEX BEST ALL AROUND SERIES
Austin Day and Austin Night Tracks, Austin, TX. Off Hwy. 183 N, N of 7th St. All classes run Sat. night and Sun. $1500 purse ea. day with 15 rider min. ea. EX. class., large troph., D-20 pts. to card holders. Sat. gate anytime, sign up 2:30 p.m., prac. 3:30, race 5. Sun. split sched. Sptsmn sign up 7 a.m., Int/Ex. sign up noon. Entry $15, $20 Ex., $6 gate. AMA d-20 card holders $2 off entry. Info 512/443-7627.

TEXAS ROAD RACES
Oak Hill Raceway, Henderson, TX. Rider school and prac. on Sat. Race Sun. All classes.

May 22

AFM ROADRACE RIDER SCHOOL & OPEN PRACTICE
Willow Springs Raceway, Rosamond, CA. Hwy. 5 N to Hwy. 14. N to Rosamond exit, lft. 5 mi. to track. Roadracing school and open prac. for all AFM memb. Gate 8 a.m., prac. 9-4. Entry $50 all day. American Federation of Motorcyclists. Info. 714/523-3892 (Harry Bresach).

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchana St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

CANYON NIGHT MOTOCROSS
Canyon Raceway, 8-½ mi. W of I-17 on Carefree Hwy. 33 mi. N W of Phoenix. All classes, 33% troph., 100% p.b. to Pros. Gate 3:30 p.m., prac. 5, race after prac. Entry $10, $15 Ex. Info 602/795-2238 (Ron Keyes), 583-0575 (Tom Timmons).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., Lodi, CA. All D-36 classes. New race track. Gate 8 a.m., sign up 9-11, prac. 10-11, race noon. Watch $3, 1st bike $8, 2nd bike $6, Semi-Pro $11. Lodi M.C./AMA D-36. Info 209/368-7182 or 931-3722.

SAND HILL MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 200/250/Open classes, 1½-hr. races. Gates open 7 a.m., sign up 8, race 10-11:30. Entry $14, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

May 23

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

D-27 SEMI-PRO ROAD RACE
Seattle International Rcwy, E of Auburn, WA on Hwy 18. All classes, troph. to 3rd, D-27 pts., AMA mem. req. Gates open/sign up 7 a.m., New rider prac. 9, race 11. Gate $5, und. 10 free, entrey $30 money class, $25 troph. class, $20 add. ent., $10 3rd class. Claude Hammond Enterprises. Info 206/282-8516.

OLD TIMERS SUNRISE MX
Sunrise Cycle Park, Adelanto, CA. 2 mi. N of Adelanto On Hwy. 395. All OTMX Assoc. classes, 30% troph. Memb. open to all 40 yrs. +. Free O/N camp. Gate 7 a.m., prac. 8, race 9. Entry $12. Old Timers MX Association. Info 714/968-8775 (Dick), 496-8779 (Dennis).

YAMAHA PERPETUAL GOLD CUP SERIES
Spanaway motocross, Spanaway, WA. 160th & 22nd Ave. Pacific Ave. to 159th to 22nd-turn rt. A B classes, $1,000 purse for ea. class, for Pros. Gate 6 a.m., prac. 8, race 9:15. Entry $15 + gate, $25 + gate Pros. Spanaway MX, Inc. Info 848-6335 (Elaine Smith).

MASTERLINKS VIRGIN RUN
Red Mountain, CA. Limed from Trona Rd. All classes, fin. pins, and a quick look! Beg., Women Nov. go one loop. 9 a.m. start. Entry $14, info 213/428-6833 (Mike Harris).

SNRR ROAD RACES
Las Vegas, NV @ Las Vegas Speedrome, 1½ mi. E of Nellis Air Force Base on Las Vegas Blvd. N. Trophies, all classes, new riders school on March 27, all new riders must attend. Gate open at 6 a.m. Sat., school 9 a.m. Sun. gates open 8 a.m., race noon. Entry $20 Memb., $20 NRS. $15 1st ent., $10 add. ent. Info 702/384-2353 (Slim Stephens).

OREGON ANTIQUE CYCLE SHOW
Benton County Fairgrounds, Corvallis, OR. Concours judging for Antique, classic, modern classic classes. Open from noon to 4 p.m., public admission $2. Info O.V.M., P.O. Box 134, Cornelius, OR 97113. Call 503/752-4271 (Ken Clegg).

AFM WILLOW SPRINGS
Willow Springs Raceway, Rosamond, CA. Hwy. 5 N to Hwy, 14. N to Rosamond exit, lt 5 mi. to track. Stk. Prod., Mod. Prod., SupSTr., G.P., Sidecars, Sing., Twins. Troph. to 3rd + first Nov. ea. class. Gate 7:30 a.m., prac. 9, race 12:30 p.m. Entry $30, $15 ea. add. entry. American Federation Of Motorcyclists. 714/523-3892 (Harry Bresach).

D-36 HOLLISTER HILLS HARE SCRAMBLES
Hollister Hills OHV Park, Hollister, CA. All classes + Vets & OT. D-36 Card & Spk. Arr. req., no rider ins., unleashed dogs, pit riding. Am/Ex sign up 7:30-9 a.m., race 9:30. Nov. sign up 11 a.m.-12:30 p.m., race 1. Entry $16. AMA D-36/Santa Cruz Ridgerunners. Info 408/485-3619 (Paul Marino).

KANSAS SCRAMBLES
Dodge City Speedway, Dodge City, KS. At Wright part in downtown. Troph. for Sptsmn., 500 & Open get money. Memb. not req., out of state riders welcome, new track, no jumps, fast clay surface. Gate noon, prac. 12:30, race 1:30 p.m. Entry $10 money class, $6 Sptsmn. KMSA. Info 316/225-7041 (Ed Beckley).

POKER RUN
Browns Camp, Tillamookburn. W on Hwy. 6 towards Tillamook, OR. Toph & 60% Easy course approx. 20 mi., hard course approx. 40 mi. Family fun. Sign up 8 a.m., pit meeting at 10. Entry $5. Willamette Valley M.C. Info 503/642-2417 or 244-7812. (Boyd Wilson).

D-36 SACRAMENTO MX
Prairie City OHV Park, Sacramento, CA. All Dist. classes, 100% Pro p.b., bonus troph. to Sptsmn. Leave bicycles and dogs home. D-36 rules, no rider med. ins., parts in pits. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15, Pro $20, watch $5. Boss MX/D-36. Info 209/754-1288 (Fred Dion).

AMA OREGON MX
McMinville, OR. 3 mi. S W of McMinville on Hwy. 18. All classes, 33% troph., 100% Pro p.b. AMA sanc. Gates open 7 a.m., prac. 8:15, race 10. Gate fee $2 7-11 yrs., $4 12 & older. Entry $10, $15 pro. Northwest M-X Enterprises. Info 503/472-2475 (Walter).

SANTA MARIA MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Santa Maria, take Broadway exit to Spillway. All classes + Vet & OTHG. Free camp, concessions. Sign up 7:30-9 a.m., Entry $10, $15 for Pros. 100% p.b. American Motocross Enterprises. Info 805/937-6171.

CMC HURON MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3-ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4. Info 209/945-2664 (Rick Worth).

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. I-15 to Palm Av. exit 7 mi. N of San Bernardino. All classes inc. Vets, OT, 3-Whlr. Gate 7 a.m., prac. 8, race 9:30. Entry $10, $15 Pro. International Racing Assoc. Info 714/689-6114.

NEW MEXICO MOTOCROSS
Las Cruces, NM. 1/2 mi. S of Mesilla Dam, Las Cruces. All classes, trop. thru 3rd, $300 Ex. purse. Gate 8 a.m., prac. 9:30, race 11. Entry $10, Ex. $12. Flyin Ryan's Racing Enterprises. Info 505/526-2006.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

TEXAS MOTOCROSS
Swan Motocross, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn it. All classes, troph. to 5th, 100% p.b. to Ex. Camping OK, split program, Nov. prac. 8:30, race 10. Ex. prac. approx. 1 p.m. Gate open all nite-$5. Entry $8 for Am., Ex. $15. Info 214/882-4215 (Bill Law).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classses. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

D-36 SEMI- PRO MX
E of Redding Mun. Airport. Take I-5 to Redding, right on U.S. 44, right on Airport Rd., left. Rancho, rt. Old Oregon Tr. Gates open 6:30 a.m. Prac. 7:30, race 9. Entry $15, Pro $15 + $5, watch $4. All classes + OT & Vet. Info Bob Fleming 916/221-3118 D-36 card, colors, #s, letters req. No rider ins., bicycles, pit riding.

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

D-27 SEMI-PRO ROAD RACE
Seattle International Rcwy, E of Auburn, WA on Hwy 18. All classes, trop. to 3rd, D-27 pts., AMA memb. req. Gates open/sign up 7 a.m., new rider prac. 9, race 11. Gate $5, und. 10 free, entry $30 money class, $25 troph. class, $20 add. ent., $10 3rd clas. Claude Hammond Enterprises. Info 206/282-8516.

DE ANZA HAWAIIAN GET AWAY SERIES
Hwy. 60 to Theodore exit. DeAnza Cycle Park, Sunnymead, CA. All classes, round trip tickets to Hawaii for series high pointers in 125, 250 & Open classes + Disneyland ticket books to other classes. Memb. not req. Sign up 7:30 a.m., prac. 8:30, race 9:30. Entry $11, $14 Pro, Non-memb. + $2. Info 714/653-8068, 653-5840, 653-7979.

May 28

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

WYOMING SHORT TRACK
Big Country Speedway, Cheyenne, WY. I-80 to Central Ave. S, 4 mi. S to speedway. Classes: 80cc, 125 A & B, Open A & B. Contingency awards to Am. 100% to Ex. Run every Fri. thru July 9. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

May 29 & 30

D-37 LAST CHANCE ENDURO
Pits at Charlies Place, marked from 395 @ Trona Rd. 3 40mi. Loops ea. day. A, B, Women A start first. C, Women B & C riders ride 1st 2 loops ea. day. Fun Endo., 4 riders ea. min., keytime 7 a.m., AMA sanc., D-37 rules apply, D-37 cards req., IRRC will be there, Use D-37 entry form. CEA, 415 Brigita Ave., Valinda, CA 91744. Entry $30 3 loops both days, $28 2 loops. Sunday only $16, post add $2. Info 213/333-8594, 478-3306, 287-8157.

May 29

CHERRY CREEK MINI & THREE-WHEELER H&H
Delta, UT. All classes, troph., pins, free shirt. Minis 3 20 mi. loops. Nov. 2 loops, 50cc 1 loop. 3-Whl 1 loop 3-5 times. Mini race 10 a.m., 3-Whl. race 2:30 p.m. 50% troph for 3-Whl. Post entries before ea. race. $16 for Minis, $12 for 3-Whl. Send entries to: Sugarloafers M/C, P.O. Box 333, Delta, UT 84624. Info 801/864-2825 (Ron), 864-3905 (Mike).

May 30

CMC HOLLISTER HILLS MOTOCROSS
Hollister Hills OHV Park, Hollister, CA. All classes + OT, Vets & 3-Whl. 30% troph., 100% Pro p.b. Gate 6 a.m., prac. 8, race 9. Gate fee $5, entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

OLD TIMERS INDIAN DUNES MX
Indian Dunes, Valencia, CA. Take I-5 to Hwy 126, track is on lt. All Old Timers MX Assoc. classes, 30% troph. Memb. open to 40 years and over. Gate 7 a.m., prac. 8, race 9. Entry $12. Old Timers MX Assoc. Info 714/968-8775 (Dick Frampton).

22ND ANNUAL CHERRY CREEK HARE & HOUND
Delta, UT. Entries close May 15. Post entries Sat. 5-7 p.m. & Sun. 7-9 a.m. All classes + women & Dinosaur. $1,100 purse + troph. & pins. All profits to the Phantom Duck. Utah riders SRA card req., others ride Ex. unless have current District card otherwise. Drawing for KDX 175. Riders meeting 9:30 a.m., Race 10. Pit racer, litterbugs disqual. Entry $21, $21 post, both $1 to Duck. Mail to Sugarloafers M/C, Box 333, Delta, UT 84624. Info 801/864-2825 (eve Ron), 864-3905 (days Mike).

BENEFIT ANTIQUE CAR AND MOTORCYCLE SHOW
Nordhoff High School, Ojai, CA. Maricopa Hwy., Ojai. Benefits Big Brothers/Big Sisters of Ventura County. Adm. $3, display $5.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd. off Hwy. 114 from Dallas, or take Hwy. 35 to 114 E. to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac. 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

DE ANZA HAWAIIAN GET AWAY SEREIS
Hwy. 60 to Theodore exit. DeAnza Cycle Park, Sunnymead, CA. All classes, round trip tickets to Hawaii for series high pointers in 125, 250 & Open classes + Disneyland ticket books to other classes. Memb. not req. Sign up 7:30 a.m., prac. 8:30, race 9:30. Entry $11, $14 Pro, Non-memb. + $2. Info 714/653-8068, 653-5840, 653-7979.

May 31

CORONA MEMORIAL DAY GRAN PRIX
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. All classes + women, Vets & team. 100% fin. pins. 25% troph., 3 # plates & silencers req. 100% payback to Pros. Gate 6:30 a.m., Prac. 8, 1st race 9:15. 7th annual RACE GP. Entry $15, $22 post. Team $10 ea., $12 post. Mail to Corona Raceway, P.O. Box 388, Corona, CA 91720. Entries must be postmarked before May 27 or bring to Corona Rcwy office before May 29.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All clases, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

CEA FAMILY OFF-ROAD POKER RUN
Charlies Place, Red Mountain, CA. Pits at Charlie's Place, marked from 395 @ Trona Rd. 1 loop, 30 mi. of fun and scenic terrain. Troph. for winning hands. Entry $5. Send 2 SASE to: California Enduro Association, 415 Brigita Av., Valinda, CA 91744.

June 5

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prac. 7, race 8. Entry $10. Pros $17 ($15 p.b.). Info 213/881-5778.

June 6

BEST DIRT IN THE DESERT HARE SCRAMBLERS
Edwards AFB, CA. Marked from Rosamond, Hwy. 58 and 120th St. (E of Lancanster) D-37 type event, troph. same day, all classes, no O/N camp., helmet law strictly enforced, 2X40 mi. loops. 0-100cc go one loop. 10 a.m. start, entry $10. Los Coyotes/Desert Wheels/NASA Spokesmen. Info 805/942-8795 (Jim Wilson).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-36 SAND FLEA GRAN PRIX
Hwy. 299, Lord Ellis Summit, Blue Lake, CA. From Arcata take 299 E to Lord Ellis Summit, turn into Simpson Timber Company property. Signs at Summit. All classes + Vet, OT & 3-Whl. Troph., fin. pins, decals. 0-37 cross country card req. 1st sign up at 7 a.m., 1st race 10:30. Entry $15, watch $1. Send entry to: Far West M.C., 2637 Spring St., Eureka, CA 95501. Info 707/443-4090 (Eve.), 822-3654, 725-9379.

BLYTHE MOTOCROSS
Blythe Raceway, Blythe, CA. I-10 to Lovekin exit, N 5 mi. over RR track. Gate 6:30, all classes, troph for Sptmn, 100% Pro p.b. Entry $10, $15 post, Ex. $14. (Set on separate line) Arizona Series, NMA. Info 602/795-2238.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes inc. 4-stroke. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $12 Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

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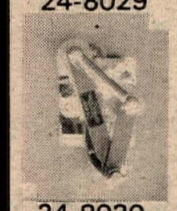
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	nov	am	ex		nov	am	ex
0 - 125	-	-	-	OPEN SINGLES	-	-	-
250	-	-	-	EARLY VINTAGE 1bc - 1959	-	-	-
350	-	-	-	LATE VINTAGE 1960 - 1970	-	-	-
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INFO (after 5:00)
213-329-6485

June 9

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

June 13

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

STURGIS SHORT TRACK
J.C. Hoel Short Track, Sturgis, SD. All classes, troph., 100% p.b. for Pros. Gates open noon except July 17 when they open at 5 p.m., race at 2 p.m. Entry $10. Jackpine Gypsies M/C. Info 605/347-5278.

SANDPOINT MOTOCROSS
Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch $2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

Road Runs

May 15-16

CALIFORNIA 1000 ROAD TOUR
Sign up starts Mar. 14 @ 7 p.m. @ Hutchins Motor Sports Harley-Davidson and Yamaha, 55405 29 Palms Hwy., Yucca Valley, CA 92284. Start @ same place Mar. 15 @ 12:01 a.m. Trophies for checkpoint, long distance, largest club, oldest bike finishing. 10th Anniversary, Min. time 42 hrs., Max time 48 hrs. Entry $10, $12 aft. 11:59 p.m. 5/14. Call Dick Hutchins 714/365-6311 Super finish pins.

May 16

POKER RUN
1st Annual Kawasaki Poker Fun Run and Fish Fry. All brands welcome. From Kawasaki Motors Corp., 1062 McGaw, Santa Ana, CA. Finish at Rainbow Ranch, Whitefish, CA. Appro. 100 miles. 1st Wave out 9 a.m. Four Poker Stops plus final check. Trophies! Pre-Entry $7. Post Entry $10. Info 714/540-6500 (ext. 204).

RIDE FOR LIFE
Caldwell Memorial Park, Kimball St. & Grant, Caldwell, ID. All proceeds to multiple sclerosis in name of Eldon Gross. 275-mi. ride, beautiful scenery, free coffee @ mid-point, free cake & ice cream during auction. Win a new GL500 Interstate. Weiner roast 7 p.m. Sat.; free breakfast @ Honda of Caldwell, 3115 E. Cleveland from 6-8 a.m. Sun., auction 4 p.m. Min. donation $5/person. Info 208/459-0019, 888-3801.

May 28-30

SPRINGTIME IN RED RIVER RALLY & TOUR
Red River, NM. Games, trout fry, fun events, awards, banquet, 88-mi. escorted tour & poker run. Pre-reg. fee (deadline 5/15) $25, 15 & under $10, late reg. $30/$15. Lester E. Lewis, P.O. Box 216, Red River, NM 87558. 505/754-2412, 2361 (after 7 p.m.).

May 28-31

TEXAS 1000 ROAD RUN
Frank's Lake View Inn, Lake Belton, TX. Sign in 6 p.m. Contact the Wichita Falls Road Runners Motorcycle Assoc., P.O. Box 553, Wichita Falls, TX 76307.

May 29-31

6TH U.S. MOTORCYCLE JAMBOREE
Ventura County Fairgrounds, Ventura, CA. Camping, displays, seminars, movies, dress comp., live music. Mail entry closes May 22, Adults $15, under 16 $6, under 6 free. SCMA disc. $1, Mail in disc. $2. For info write: U.S. Motorcycle Jamboree, P.O. Box 338, Rialto, CA 92376 or call 213/834-6330, 714/971-1615, 805/968-8159. Hotel and Motel info 805/968-2875.

June 18-20

FOUR CORNERS RALLY
Hermosa Meadows Camper Park, Durango, CO. 7 mi. N of town. Sponsored by United States Norton Owners Assoc. Group ride over Million Dollar Hwy., tech sess. with Brian Slark, field events, door prizes, Award banquet w/ C&W food and entertainment. facil., campsites next to Animas riv., camp store & laundry, toilets & showers. Singles $25, couples $35, child over 8 $10, under $7. Send check or MO to: Lyle Schall, 7623 N. 13th St., Phoenix, AZ 85020. Info 602/861-2320.

June 9-11

CARIBOU TRAILS ROAD RALLY
Port Moody, British Columbia. Road event w/pinned run, field meet, M/C judging, troph., dancing, camp., mileage guess, etc. 52nd Annual, Canada's largest. Entry $22.50 rider, $35 rid. + pass., $2 per night camp. Greater Vancouver M/C, 52nd Caribou Trails Road Rally, P.O. Box 82312-474 McDonald St., Burnaby, B.C., Canada V5C 5P8. Info 604/465-5502 (Gord or Melanie).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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WANT ADS

Help Wanted

Attention Honda Technicians
Large So. Calif. Honda/BMW dealership has opening for 2 qualified, aggressive Honda technicians. Excellent pay, good company benefits & working conditions. Call Max (213) 466-7191. (217/18)

Engineering Technician (motorcycles & snowmobiles)
Yamaha Motor Corp., USA, has an immediate opportunity for an experienced Engineering Technician. At this position you will evaluate and test all production models. Must have a background in motorcycle mechanics, understanding of physics and mathematics, be proficient in off-road motorcycles and have a class 4 license. Must be a technical school graduate. Travel will be required. Our congenial, modern working atmosphere is complemented by our internal promotional opportunities. Please submit application or resume to: YAMAHA MOTOR CORP., USA, 6555 Katella Ave., Cypress, CA 90630. No Phone Calls Please! EOE m/f/h. (218)

Accessory Store Manager
Excellent opportunity for right person to manage new South Orange County store. Solid growth minded principals offer excellent future. (714) 581-9633. (318/19)

Yamaha Service Mgr/Mechanic
San Diego area Yamaha dealer seeking experienced person in all phases of Japanese motorcycle repairs and knowledge. (714) 465-5023. (118E)

Mechanics Wanted
Must have experience & own tools. Great pay, with full company benefits. Contact Bob, SOUTH BAY SUZUKI (408) 227-2451. San Jose. (218/19)

British Yamaha Mechanic
Seeks perm. employment in So. Ca. 20 years motorcycle mechanic, last 10 years as Foreman on Yamaha Service and R&D. Call Alan (213) 865-2142. (318)

Honda/Kawasaki Parts Salesman
Dealership has opening for partsman with some experience. Call Coleman, TRI CITY CYCLE, Anaheim, (714) 821-4710. (217/18)

$25,000 + per yr. possible
Honda mechanic. Dealership experience a must. Medical, dental plans available. Paid vacation & holidays. Call or write Wayne, Service Manager, BARBER HONDA, 3650 East Main, Ventura, CA 93003. (805) 642-0276. (213/14)

Experienced 2 Stroke Engine Builder Needed!
Needed for porting & blueprinting. Must have minimum of 4 to 6 years experience, flow bench knowledge helpful, excellent earning potential. South Florida. Call Mike, (813) 685-4535. (214/TFN)

Honda Mechanic Wanted
Immediate opening for qualified Honda motorcycle and/or power products mechanic. Mon.-Fri., good pay, steady position with one of the largest. Call Bill Swan, (209) 435-5000 or 435-5011. (218/19)

Parts Person Wanted
for large O.C. dealership. Experienced, salary plus commission. Contact Joe. SOUTH COAST HONDA, (714) 957-1966. (217/18)

Honda mechanic wanted
Minimum 4 yr. Honda shop exp. Good pay, bonus, insurance. Call C. Fillmer (415) 968-8743. Honda Peninsula, Sunnyvale, CA. (116/19)

Cycle Tune has an opening
We need one mechanic who likes working with 4 cyl. Japanese motorcycles. Big 4 only. Must have at least 5 yrs. experience and enjoy making money. Good benefits. 75% of our work is tune-ups & tires. Sound good? Send resume to Dennis Smith, 24712 Crenshaw Blvd., Torrance, CA 90505. (317/18)

★★Do you have what it takes?★
Large Orange Co. Yamaha dealership is looking for a Yamaha parts person with 2 years experience. Salary plus full company benefits. See John Peshke at FULLERTON YAMAHA, 1835 W. Commonwealth, Fullerton, CA. (714) 870-9720 or (213) 723-1229. (217/18)

Mechanic Trainee
Light mechanical work. AWARD MOTORS, Costa Mesa. (714) 642-4343. (217/18)

Motorcycle or Off-Road Race Promoter Needed
Some investment may be required. For information call (714) 689-6114, (201/TFN)

Yamaha Service Manager/Mechanic
Houston area Yamaha dealer seeking person with two or more years Yamaha service experience to manage Service Department and perform some mechanical repair. (713) 869-9136. (116/18E)

Honda Only
Experienced mechanic needed with own tools. Work in clean shop with full benefits. KOLBE CYCLE, 22123 Ventura Blvd., Woodland Hills, CA. (213) 348-7865. (218/21)

Sales/Parts/Service/Clerical
We desperately need more top notch qualified people to meet our rapidly growing Yamaha retail market. Fastest growing Yamaha dealership in Orange County. Top pay, and all company benefits. FULLERTON YAMAHA, 1835 W. Commonwealth, Fullerton, CA 92633. (714) 8209720 or (213) 723-1229. (218/19)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

Honda Suzuki Salesperson
Needed in San Diego County. Would you like to earn $1500-$3000 per month? Expert needed, commission plan & benefits. Contact Bob Emde, HONDA SUZUKI OF POWAY, San Diego, CA. (714) 748-4151. (217/18)

★★Super Salesman Needed★★
We are looking for an aggressive, motivated & experienced motorcycle salesman. You must be capable of earning $30,000 per year. Must be experienced in sales, financing & insurance. Call John Peshke at FULLERTON YAMAHA, (213) 723-1229 or (714) 870-9720. (217/18)

Salesman
Aggressive individual, top money, will train right person. FT/PT. Ask for Steve Berkeley. AWARD MOTORS, Costa Mesa. (714) 642-4343. (217/18)

Experienced Parts Man Wanted
HONDA OF HOLLYWOOD is looking for a good Honda parts person. Good pay & benefits. Call Richard (213) 466-7191. (217/18)

Parts/Counter
Suzuki parts experience desired, or any motorcycle parts experience. Excellent pay, 40 hrs. weekly. PASADENA SUZUKI, (213) 795-4129. Ask for Bruce or Kirt. (217/18)

Parts & Service People Needed
Immediate opening. Mechanic must have 3-4 years dealership experience. Parts person must have 1-2 years experience. Call BURBANK KAWASAKI, (213) 848-6630. (217/18)

Business Opportunities

FOR SALE: New growing motorcycle dealership. Rocky Mountain area. Owner has other interests. Inquiries P.O. Box 319160, Aurora, CO 80041. (116/18E)

I Want To Retire
Doc Trainers successful independent motorcycle busines for sale by owner. (714) 686-1681. (218)

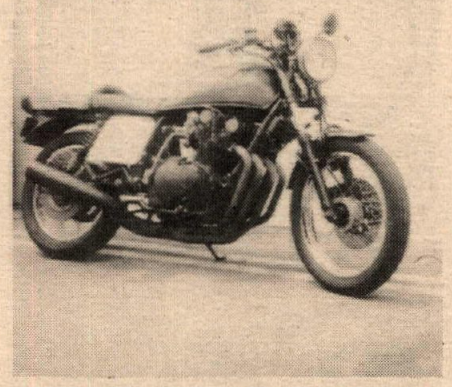
North Idaho Yamaha Dealership
Established 10 years. Best factory benefits. Price includes all equipment and tools. Top employees. Will train. $70,000 plus inventory. Offered by Realtor. Reply CYCLE NEWS, DEPT. JKP, P.O. Box 498, Long Beach, CA 90801. (318)

Road Race Sidecar
Yam TZ 700 powered, competitive, w/trailer, $4,200. (916) 363-6168. (118/21)

1980 Maico MC440MI
Excellent condition, Fox piggyback shocks — swingarm, Answer silencer, Wheelsmith pipe & mods. Call (714) 686-1583 after 5:30. (118/20)

1981 465 YZ
6 hours total time trail riding, Extras, asking $1475. (805) 982-4152 days, or (805) 653-6484 eves. (Ventura) Mr. Stammen. (318/19)

Suzuki RM 125X's
Like new '81, $795. Also Honda XR200, $695. CB500 Twin, $495. (714) 526-3943 days, (714) 879-2343 eves. (118)



1977 GS844 WEBSTER FRAME, S-W strokers, x-pert cycle, Yoshimura, Bassani, dampner, trick crowns, Barnett rear sets, fork brace, 11-20 ET, 140 MPH, accel. ignition, modified cases, K&N's, $2200 or trade $1000 & Triumph — Ask for Gary 7:30-4:30 weekdays (213) 982-7890. (318)

'79 Husky 390 CR
Like new, $1300. (213) 341-5251 Bev. (318/19)

Knobby Shop Honda
Excellent condition, Fox Shox, Simons forks, perfect 4 stroke National bike, $1,500 O.B.O. (408) 688-6004. (118/19)

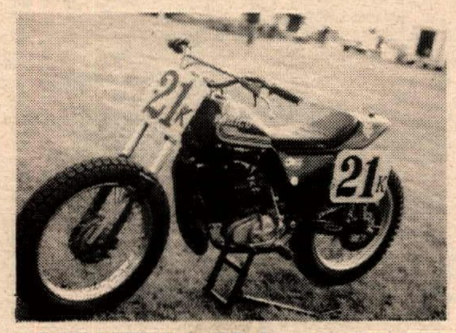
'78 Factory Z1R Turbocharged
Unbelievable horsepower, forged pistons, welded crankshaft, O-ringed head, perfect condition. $4,500. Any trades considered. Larry (415) 793-7321. (118/19)

Gilera 300 extra
Unusual Twin, original, cheap. (415) 657-4382. (118/19)

★ Trials Sale ★
1980 SWM TL320, xlnt. cond., $1100. TY175 YAMAHA, Checker's bike, xlnt. $600. Many xtras for both. (213) 379-4013. (118)

SUPER CLEAN 1980 Yamaha SG850, Kerker header, windshield, custom seat. Just tuned up, Hi Performance cams, custom painted tank. Asking $2,900 or best offer. Call (714) 374-2451. (118/19)

'79 KX80 new engine, make offer
New barrel, piston, rings, rod, bearings, rear tire. Make offer. (714) 893-6892. (118)



1980 XR750, Maico ½ mile TT
Branch heads, like new. Knight framed Maico, trick! (414) 684-0237. (118/19E)

1976 Ford One Ton
460 engine with 5000 miles on new rebuilt Automatic, power steering, air, AM-FM casette, stereo, sleeps 4 persons, shop and holds 3 bikes, chrome wheels with radial tires. $9500. (303) 434-8699. (118/19)

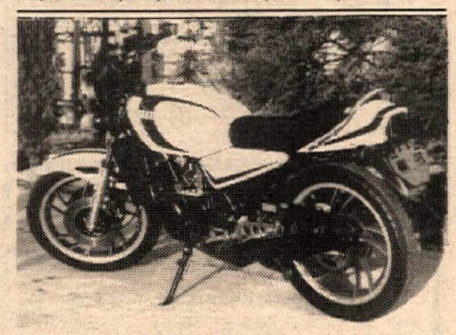
California Superbike School
The course fee includes leathers, helmet, boots & gloves. Riding seminar by Keith Code and a track preapred Kawasaki GPz 550. You ride at least 40 miles on the track. Riverside, Laguan Seca, Continental Divide, Kent, Road America, Daytona, Loudon, Willos Springs, Shanonville, NEW DATES: May 7, Riverside, May 9, Laguna Seca. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCE RESERVATIONS REQUIRED. (216)

Suzuki RM250Z Pipe
NOW IN STOCK! At DG Performance Specialties. This 20 gauge stamped expansion chamber is routed 2" higher than stock to eliminate smashed header sections. Improves mid-range and top-end horsepower. A MUST FOR ANY DEMANDING RIDER! Retail price $99.50. Dealer inquiries invited. Contact: D.G. PERFORMANCE SPECIALTIES, 1230 La Loma Cr., Anaheim, CA 92806. (714) 630-5471. (215/16)

'70 HONDA S-90. Only 1,747 miles, completely original, still like new. (714) 993-9723. (118)

Look Yamahas Super Cheap
1981 YZ125H super cond., $800.00. All extra parts for YZ125H. 1979 YZ80F with new gas tank and Betor front forks, $350.00. Consider trade for ATC. Nick (714) 375-5076, Jeff (714) 375-7298. (318)

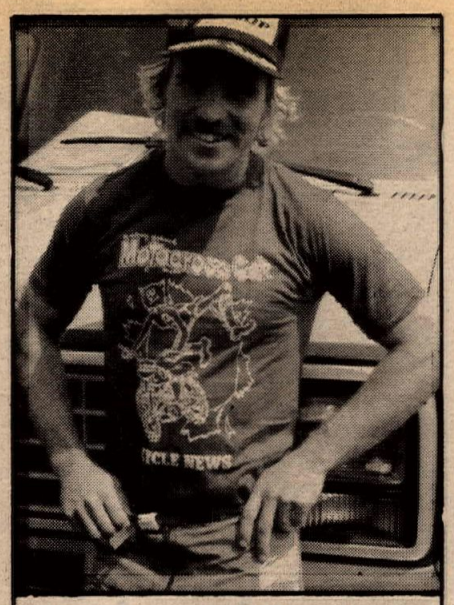
1977 BMW R100/7
20,000 miles, Plexie fairing, Samonsite bags, $2,250.00. (714) 885-2176. (318/21)



RD350LC, few around, imported from England, perfect condition, 2,200 miles, $2,400. Call Terry (415) 538-1632. (118/19)

RD400 Yamaha Daytona Special
1900 miles, $1,500. 414/437-7678 weekdays. 414/432-4659 nights & weekends. Green Bay, WI. 18

Collector's GL1000 LTD Honda
Only 2,000 made in 1976. 12,000 original miles. $3,995 OBO. 813/576-1252; 813/577-0798. 18



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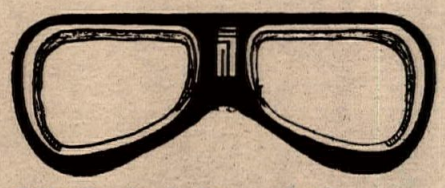
'82 KX125 B1 Airbox Solution

Increases air flow, easy filter maintenance, keeps the dirt out and lighter weight. Includes 2-stage filter and instructions. Only $79.95. Available for YZ-RM-KX 80, YZ125J, RM 125 & 250Z, CR250R, '82 and ATC 250R ($61.95). Contact DC PROMOTION CYCLE, 1010-J N. Batavia, Orange, CA 92667. (714) 639-7480. Dealer inquiries invited. (218)



Ellie Taylor's Prescription Goggles

Send 50¢ for information. P.O. Box 5023, Santa Barbara, CA 93108. (116/50/EOI)

YAMAHA TT500 FLATTRACKER, Star frame, new rubber, fresh engine, very fast and very clean. Has extras. $1750. For more info call Ryan Armitage (505) 523-5381. (318/19)

Dirttrack Equipment

250 Bultaco Astro, enough spares to build 3 complete bikes. Gearing, wheels, tires, frames, etc. Sell or trade for speedway bike. (303) 936-1745. (118/19)

1981 KDX420 Enduro Uni-Trak

Front; Terry kit and Yamaha springs. Rear; Works Perf. valving kit and reservoir, with "250 soft" Unispring. 33 mpg, scared senior going for milder bike. First $1000. (213) 246-1990. (118/19)

81 Suzuki RM 125X $850

Great condition, fast & reliable, many extras. (714) 624-4717. (118/19)

TZ250's Bought and Sold

G&H Monoshock chassis, mag wheels. TZ/RD parts, new and used, J tank, H monoshock, J swingarm. Race bike prep, complete machine shop. (714) 440-0214. (118/19)

1978 Maico 250 Magnum

New seat cover, new chain, ridden very little, still has stock rear tire, perfect condition, $850.00 or best. (714) 546-7638. (118)

YZ80 & YZ60 Yamaha Swingarms

4130 Chromoly tubing — 1" longer than stock, prevent flexing & breaking. $169.50 & $159.50. KELVIN FRANKS RACING, 3446 W. Harvard, Santa Ana, CA 92704. (714) 546-3484. (118/23)

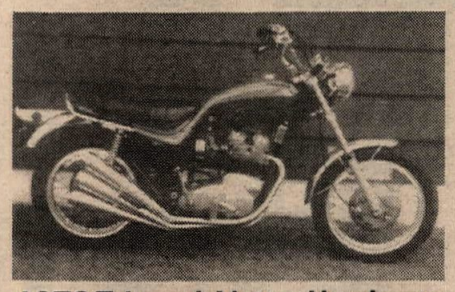
'70 14' Smuggler Trailer

Sleeps 6, carries 3 motorcycles, stove with oven, icebox, Porta-Potty, good condition, $1500.00 OBO. (714) 988-0149. (318)

1978 BELL HONDA 4-stroke, like new, many xtra parts, $800.00. (714) 552-7281 or 957-1998. (118)

Two Yamaha YZ 100D's Xlnt. cond.

Must sell, best offer, like new. (213) 919-4563. (118)



1973 Triumph Vetter Hurricane

Very rare, low mileage, excellent cndition, must sell $3495.00 O.B.O. Call Noel, eves and weekends, (714) 774-9542. (118)

1980 Honda CR125R

Excellent condition, stock, must see, $650.00. (213) 845-5539. (118/19)

Triumph Trophy 500 1970

Fair shape, low miles, 90% stock condition. $600.00 or trade for cycle trailer and cash or ? Call Terry (213) 573-9019. (118)

81 Suzuki RM 125 X

Excellent condition, safety seat, Metzeler, std. bore, many xtras, $795. (714) 758-0655. (118)

1980 HUSKY 420CR, xlnt. cond., like new, extra tank and pipe, $1150. (714) 957-1998 or 552-7281. (118)

RACERS T-SHIRTS #1: S,M,L,XL. $7.50 includes postage. Free catalog. T-Shirt Country, Box 826, Hewitt, NJ 07421. 18X

250 Honda Flywheels Banded

For more flywheel effect to improve short track performance. $60. 313/738-2729. 18/19

XR750 Parts

Brand new complete transmission (any ratio), complete lightened and polished flywheel assembly. 313/738-2729. 18/19

1981 XR750

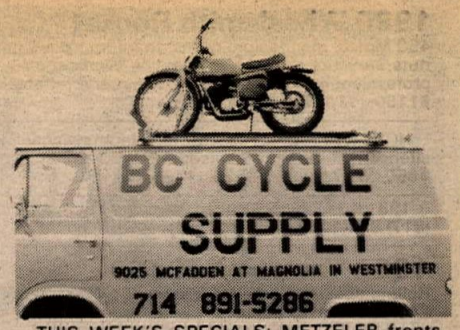
One of the best in the country. Built with the best of everything. Serious inquiries only. Bob Collins, 313/738-2729. 18/19

Lester Mag Rear Wheel For RE5

Needed: Lester mag rear wheel for RE5 Suzuki 1975 or 1976. Can use 1975-76 GT750cc Suzuki Lester rear mag also to fit. Call 516/483-1834 or write: E. Szerlip, 919 Little Whaleneck Rd., E. Meadow, NY 11544. 18

Battle Of The Twins Poster

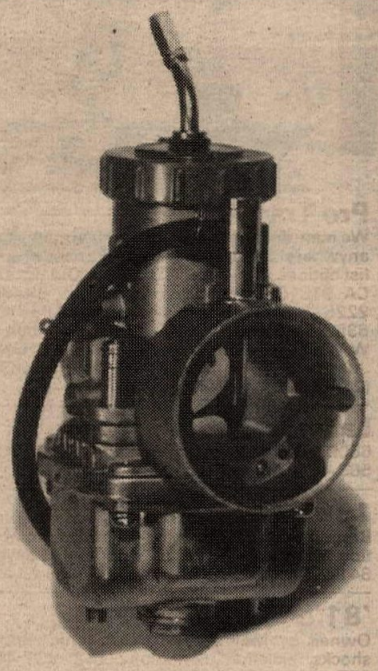
25 color photos! Available through DARKROOM, 2116R Cumberland Ave, Knoxville, TN 37916. $6 plus $2 postage and handling. (118/21E)



THIS WEEK'S SPECIALS: METZELER fronts, $45.95 to $49.95. CYCLE AM fenders, $11.95 front, $9.95 rear. JONES bulletproof goggles, $29.95. KAL GARD fork oil, $1.95. Prices with this ad only. We have 140/80V18 ELITES!!! (218/TFN)

'82 KTM Pro Lever

Brand new, never started, $2295 total price. (714) 846-3414. (118/TFN)



★★Mikuni Mania★★

We have the best Mikuni carburetor and parts inventory available to the public! Speed parts — thermostats, 8 petal reeds, Boyesen's, Richter silencers, etc. — In Stock Now! SUNSTAR MOTOSPORT, 217 Pacific Coast Hwy., Hermosa Bech, CA 90254. (213) 372-1800. (218E)

81 YZ 250

Good cond., extras, $1000.00. (213) 327-9149. (118)

WANTED "81" YZ250-H stock pipe. No dents. (714) 598-9419. (118)

HRP Flak-Jak $60

Brand new, never worn, all yellow. (714) 827-2817.)418)

★★Racing Gasoline★★

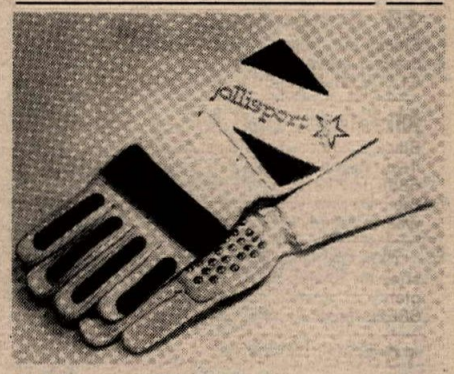
Pro-Gas, HPS oil! MOORE RACING, 302 Alabama #2, Redlands, CA 92373. (714) 793-5799. (118/21)

CUSTOM CAMPER shell, holds three motorcycles inside, overhang bed, sleeps four. Storage, ice box, stove, $275.00. Saugus (805) 251-2015. (118)

1978 MAICO 400cc — Excel. cond., many extras, $700 OBO. Eves. (714) 636-6434. (118)

BSA Gold Star DBD 34

1957, all original, $2500. (408) 866-6597. (218/19)



Jollisport Gloves

Lucchinelli model with studded palms. Jeb's Helmets, Speedmode Leathers, AGV shields. Catalog $1.00. QUADRIFOGLIO, INC., 5745 N. 11 St., Phoenix, AZ 85014. (602) 265-5846. (318/19(

★Motorcycle Trailers★

Three rails 12" and 13" wheels, standard and custom models from $395. Call Steve (714) 630-2192. (118/21)

(1975 XL350 HONDA $625.00) 1980 Suzuki RM400 $1,0000.00. Short bed Ford Rollbar, $55.00. (213) 439-6767. (118/19)

1981 490 Maico Mega E

Enduro model, Ohlin springs, Wheelsmith fork mod., Clarke tank, Terry cables, Ferrendo linings plus all enduro equipt. Very dependable. $1200.00. (213) 924-2556. (118)

1980 Wheelsmith Rocket
450 Maico, magnesium cases, titanium axles and nuts, very trick motor, 1981 plastics, Works shocks, professionally set up, very, very fast and reliable, $1150. (714) 492 3121. (118)

HONDA 79 250CR, Fox Shox, aluminum swingarm-silencer, Metzelers, Boyesen fork kit, very clean, $650.00. (714) 886-6523. (118)

1981 KDX175, 500 miles, mint condition, $980. (817) 634-1053. Killeen, Texas. (118/19)

1982 Yamaha YZ250J
Rolling chassis, complete less motor, $900. (406) 245-7917. (218/20)

Husky 430XC 1982
Ridden 1 time, has 560 Metzeler copy tire, alum. silencer, o-ring chain, Pro-Circuit side panels, VDO speedo or electronic countdown. Factory prepared & race ready by Husky trained mechanic. Mint condition, invested $3200. Asking $2450. (213) 851-4415 days, (213) 841-7090 eves. after 5. (318)

Pro Trac Trailers
We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list options. MAIN OFFICE: 30629 Old Rd., Castaic, CA 91310. (L.A.) (805) 257-3322. BRANCHES: 2225 Cemo Cir., Rancho Cordova, CA 95670. (916) 635-2899. 7861 N.E. Day Rd., Bainbridge Island, WA 98110. (206) 842-5648 (Seattle). Hwy. 84 & Juanita Dr., Denison, TX 75020. (214) 463-1581. (218/TFNE)

Laverda 750 SF3
6800 miles, showroom condition. $2600.00. (402) 585-4846. (318E)

1982 Katana 550 Suzuki
Brand new, 100 miles, Shoei fairing, mint condition. Must sell, $2450. (213) 851-4415 days, (213) 841-7090 eves. after 5. (318)

'81 & '79 Maico 250's
Owned by Maico dealer/mechanic. Both with shocks, excellent condition. (213) 831-4658 or 377-1907. (318)

★★82 YZ 490★★Fast sale price
Broken body forces sale. New in March, ridden three times, good as new, $1875.00. (213) 860-9385. (118)

Lockheed Brake Components Oil Coolers-Stainless Plumbing
Calipers, master cylinders, TZ brake systems and racing oil coolers. BROOKS-SCHAFER RACING, P.O. Box 411, Los Olivos, CA 93441. (805) 688-6763. (218)

Honda ATC 182cc Stroker
All new parts less than five hours on everything. Too many parts to list. Call for details. This ATC will eat up 185's. $2,500 invested, sacrifice for $1,200.00. Ask for Tim (213) 921-3330. (118)

1979 YAMAHA TT 500 like new. (714) 676-6693. (118)

15' Smuggler Trailer
Sleeps six, holds 2 or 3 bikes. Reese hitch, elec. brakes, stove, ice box, large water tank, clean, $1,500.00. (213) 634-2863. (118/19)

Missing...Bell Moto 3
Black, 7¼, lost in stands at Ascot ½ mile, 4/23/82. If you found it please call George, days (213) 327-6858 or (213) 538-4656 eves. If you stole it...I hope the next time you really need a helmet...you're not wearing one! (118)

1971 CARDINAL 17' self contained trailaer, w/o shower, sleeps 5, EZ Lift hitch, carries 2 bikes, plenty of storage space. $1900 OBO. (213) 964-8852 after 6:30 M-F, anytime weekends. (118)

1980 Suzuki PE400 $700 OBO
Well maintained, S&W shocks, Diamond chain, front Metzeler & more. (805) 255-6234. (118)

Shell 750 Yamaha
Shell eng., Shell glass, Champ. frame, Ceriani. Call for comp. info. (209) 686-0560 Tulare. (118)

1981 BMW R100RS
Ultimate sport touring machine, Graphite metallic color, almost new, 6500 miles. "Stop compromising," $6100. (714) 375-7104. (318/19)

TT Yamaha 500
All new, Panther frame, S&W, Barnes, cams, CDI, Axtell, $4500.00 invested, sell for $3500.00. (303) 443-2014. (118/21)

KWICKWAY BORING BAR, model FWH for small cylinder, $750.00. (503) 688-3727. (118/19)

1980 Suzuki RM 250T
Well maintained, must sell, $690/offer. Dave (714) 595-4366. (118/19)

Norton 850 Commando
Xlnt. orig. cond. $1450.00 or trade plus cash for XC250 Husky. (714) 989-6774. (118)

Motorcycle Trailer
Custom built two rail trailer. Heavy gauge steel large wheels, ideal for towing behind compact car. $250.00 firm. Evenings (213) 221-7624. (118)

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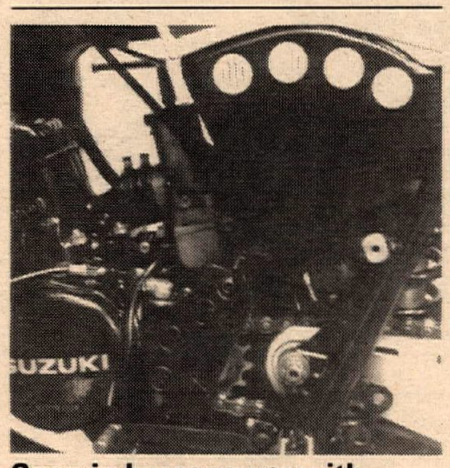
Yamaha Twins —
840c.c. kits, $350. Interspan electronic ignition systems supplied, also 81 650 engine complete with carbs, coils, $500, only 4000 mi. Also s/car motocross chassis made by Wasp (the best). Trevor (213) 829-5056. (118/20)

77 TRIUMPH SILVER JUBILEE plus 20 years of many M/C parts and acces. Call after 6 p.m. or weekends (714) 597-4488. (118)

1980 420 KTM
Simon forks, dual valve Ohlins, Metzelers, only 8 hrs. on bike, $1450. (213) 991-1463. (118/21)



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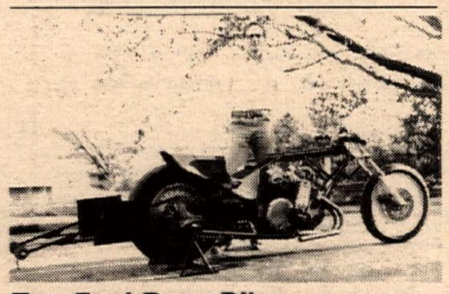
TZ250H
Lectrons or Mikunis, priced for quick sale. $4,500. Call George Spiegel, 904/373-3331. 17

78 BMW R100RS Motorsport Rare
Only 300 made. White with orange and blue stripes. Continental tires, good condition, needs minor paint work on fairing. Call 317/742-4021, ask for Joe Richardson. Bike located Lafayette, Indiana, can deliver. $2,900 or best offer. 17

MT125R Honda 1977
Good condition with spares kit, must sell, best offer. 203/288-8000. 17

1981 Amateur Nat'l ST Winner
Erik Graybeal's Viper framed, water cooled, 125cc Yamaha. Lots of extras. $2,500. 309/662-3409. 17/18



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Race ready; Kausman fame, Magnuson blower, Hilborn injection, Ceriani R.R. forks, air shifter plus extra parts. $9,700.00. (402) 572-9073. (118E)

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Roost Factory silencer, Boost Bottle, Barnett clutch, RJR head and barrel work, excellent cond. $1200 or best offer. (213) 352-1753. (118)

81 CR450R
Raced twice, very good condition, $1200. (805) 965-2160. (318/19)

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Simons forks, Curnutt shocks, 12 inches of travel front, back, good condition, $1350.00 O.B.O. (714) 329-7229. (118)

1982 RM125Z EXCELLENT condition, $1300. 1981 RM125X, good condition, $800. 1980 RM125T, extras, $450. Must sell immediately. 1-(714) 446-4419. (118/19)

Eddie Lawson's Flattracker
Champion frame, 360 Yamaha, new top end, spare motor, lots of extras, excel. novice ride. $750.00 firm. (714) 984-4727. (118)

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Fresh Metzelers, Gunnar Gasser, well maintained, fast & reliable. (714) 624-4717. (118/19)

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Blown trans., clutch basket, stock bore, Ashe pipe, alum. silencer, Terraflex, Metz., Ohlins, sanded, 40mm forks, skidplate, $800. All or parts. (714) 685-2424. (118/19)

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Kolbe Cycle Team van ready to go racing with all the trick goodies. Honda 2500 watt generator, 110/120 volt compressor, parts washing tank, cabinets, work bench, pressurized water tank, sleeping compartment, Michelin tires, 6000 miles on brand new 350 motor. Go racing 1st class. $11,000 OBO. Contact Bill McLean at KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (218/TFN)

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Carbs, cams, pipes for 500cc, 600cc, 900cc. (717) 366-1093. (116/18E)

BSA GOLD STAR $900. Needs work. 1975 RD350 $500. (714) 548-8678. (118)

78 CR 250 Husky
Set up for desert & Moto X; many extras, well maintained — $750 or best offer. (714) 557-5633. (118)

'80 Yamaha 465G
New safety seat and extras, clean, fast, never raced, $1,100/offer. (714) 988-4265. (118)

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Dirt Bike Magazine's project bike. Fresh Mugen motor, C&J frame, Thor Industries Pro-Link suspension, 40mm El Blue with Mikuni main jet, YZ forks & Simmons forks, aluminum meg & giant Super Trapp. Extra tires, seat, extra head & cams, many new motor parts. Show condition. $3200 takes all or $2200 cash and trade for ?? (213) 998-8539. (118)

'82 Husqvarna 430XC $2200
Ridden 3 times. (213) 944-0569. (118/19)

Rare Simmons Magnesium Forks
with triple clamp. Only 40 in country. Cost $600. Will sell for $275. Also 2 new 450x18 Metzeler tires, $50 ea. (213) 996-8539. (118)

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with the purchase of any '82 Husqvarna 430 CR, XC, WR. Increased horsepower, more reliability & more grunt. For more details, contact ANAHEIM HUSQVARNA, (714) 993-5400. (218/19)

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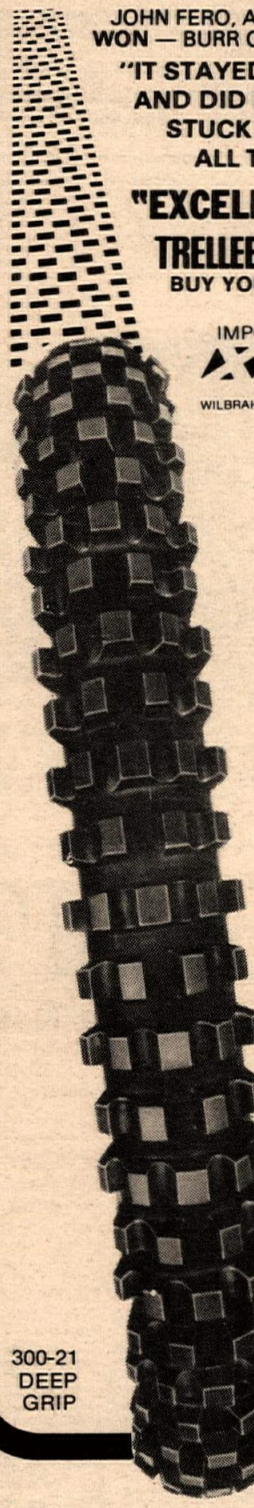

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390 Husky — Automatic $750

Like new, must see and ride to apprec. Many extras, must sell. Ask for Doug, days (213) 843-4330, after 6 (805) 259-3534. (318/19)

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S&W, Profab, K&N and more. Very clean, low miles, strong stock motor. $950.00. (213) 634-2863. (118/19)

MAICO 490 ENDURO, 1981, Fox Shox, must sell. Also Maico 440 Enduro, 1980, stock. I NEED CASH! (213) 691-4186. (118/19)

Yamaha YZ 250 H '81 like new

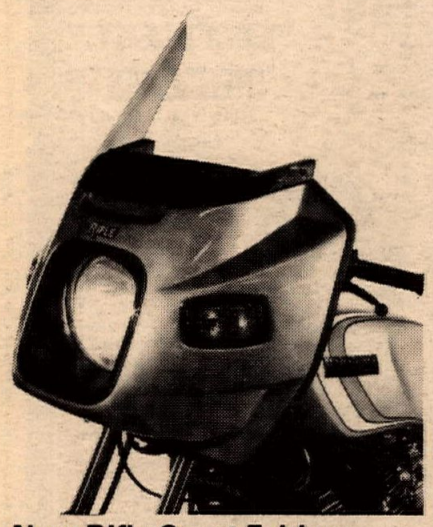
$1,050. (213) 376-4493. (118/19)

78 TT500

Air forks, Works shocks, Pro-Fab swingarm, carb, pipe, very clean, $800. Call Tim (714) 774-0572 or 533-0334. (118)

1980 YZ125E Yamaha like new

Stock, extras, stored six months. $600.00. (714) 871-2712. (118)



New Rifle Sport Fairing

Lightweight, windcheating, ABS design. Headlight cover, flush turnsignals, interior storage. Fits all new bikes. $186.00. RIFLE, 767 Francis Ave., San Luis Obispo, CA 93401. (805) 544-0414. (213/38)

★★Seca Turbos★★

Low price includes air fare to Las Vegas. Call Lee or Fred at NEVADA YAMAHA, (702) 384-2353. (215/18)

1975 Yamaha Enduro 175cc

Excellent condition, street/dirt, wife's bjke. $525. Call in p.m. (213) 375-2356. (318)

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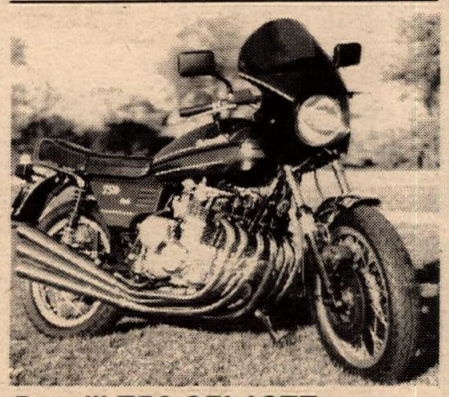
Cafe style Moped, Mofast Competition Engine and exhaust, top speed 40+, only 300 miles, $800. (612) 330-8165. (118/19E)

81 Honda CR250, 80 Maico 440MI

Both in new cond. and very clean, $1,200 each OBO. Call (213) 679-1813. (318)

1981 PRO TRAC trailer, 20 ft., hauls 7 bikes. Take over payments — plus $1000. (213) 941-2186. (118)



Benelli 750 SEI 1977

Stock, air forks, factory service and parts manuals, $2400 or offer. (213) 661-2621. (318/19)

1981 Honda CB900F

Black, sport controls, Dunlops, excellent condition, mechanic owned, never raced, $2995. (713) 896-9044 after 8 p.m. (317/18E)

NCR Ducati Engine

Complete NCR Ducati engine, 864cc displacement with dry clutch, 44mm int. 41mm exh. valves, close ratio trans., external oiling system, lightened and polished crank and trans built by factory and purchased from Steve Wynne. Was Hailwood's back up motor at Isle of Man. Raced 3 times, excellent. $5,500 U.S. Chassis also available, extra. Call Dave (519) 825-7121. (316/19E)

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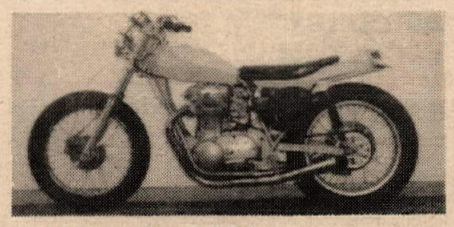
Showroom fresh, all original. Under 3,000 orig. miles. Owned and maintained by ex-Yamaha International mechanic. $1,300. (714) 320-4343 eve. (318/19)



★★Yamaha 650★★

750 Shell kit, Champion frame, Airhart brakes, Barnett clutch, Hallcraft hubs, Ceriani forks, Koni shocks, street legal. $1200. (714) 675-1725. (111)

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Will satisfy the serious collector, $3,000 and $2,000. $4,000 for both. Call Courtney days, 904/456-2732; nights 904/433-6392. Florida. 17/18

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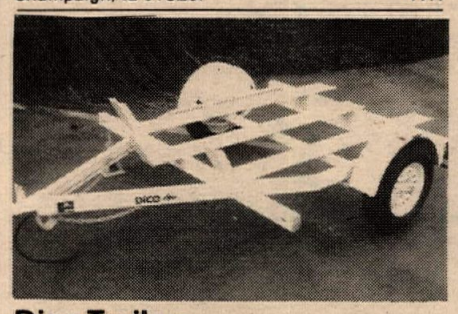
Use Viper pipes. 18 ga. cones inert gas welded and rebuildable silencers. Available for most Yamaha, Honda, C-A, Kawasaki, Suzuki and H-D 2 and 4 strokes. For fast UPS service call 217/352-6983. Delton's Cycle Machine Shop, 1902 N. Prospect, Champaign, IL 61820. 17X



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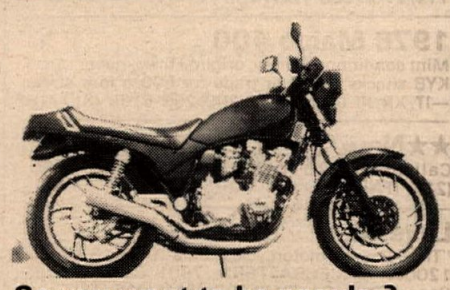

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82 490 Maico Alpha 4 mo. old

White Power shock, Corte Cosse shock, Wheelmsith fork and brake mods, many extras, $3200.00 invested, cash needed $2,100.00. (714) 674-4335. (116)

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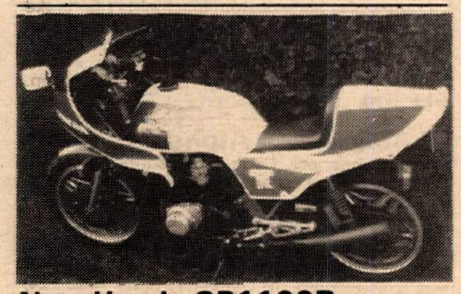

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One of a kind, $8000. Call Malcolm Smith (714) 686-1006. (215/TFN)

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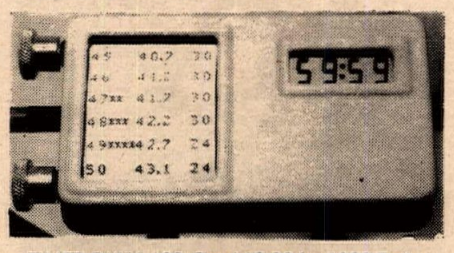

TIMER ONLY, $89. Send $2.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (TFN)

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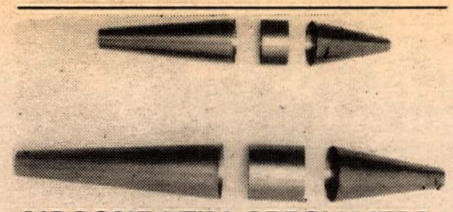

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New Metzelers, Boyesen reeds, Answer silencer. Only 600 miles on bike. $775. (213) 429-7596. (317/18)

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Team Green Winners! 1982 KX250 — our price is so low Cycle News won't let us print it! Also 80cc thru 450cc MX & Enduros. Low priced off-road fun! RACECRAFTERS, 7801 Canoga Ave., Canoga Park. (213) 999-2811. (216/18)

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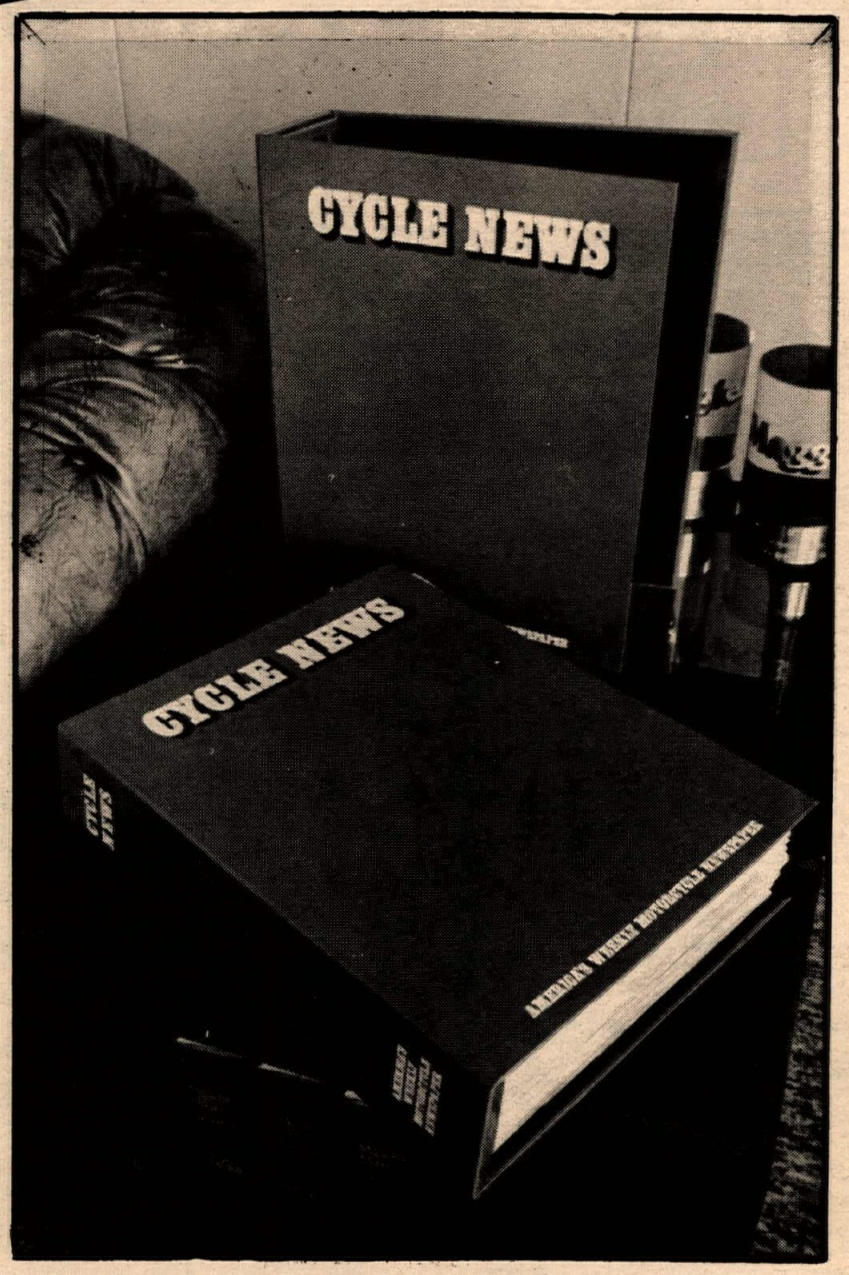

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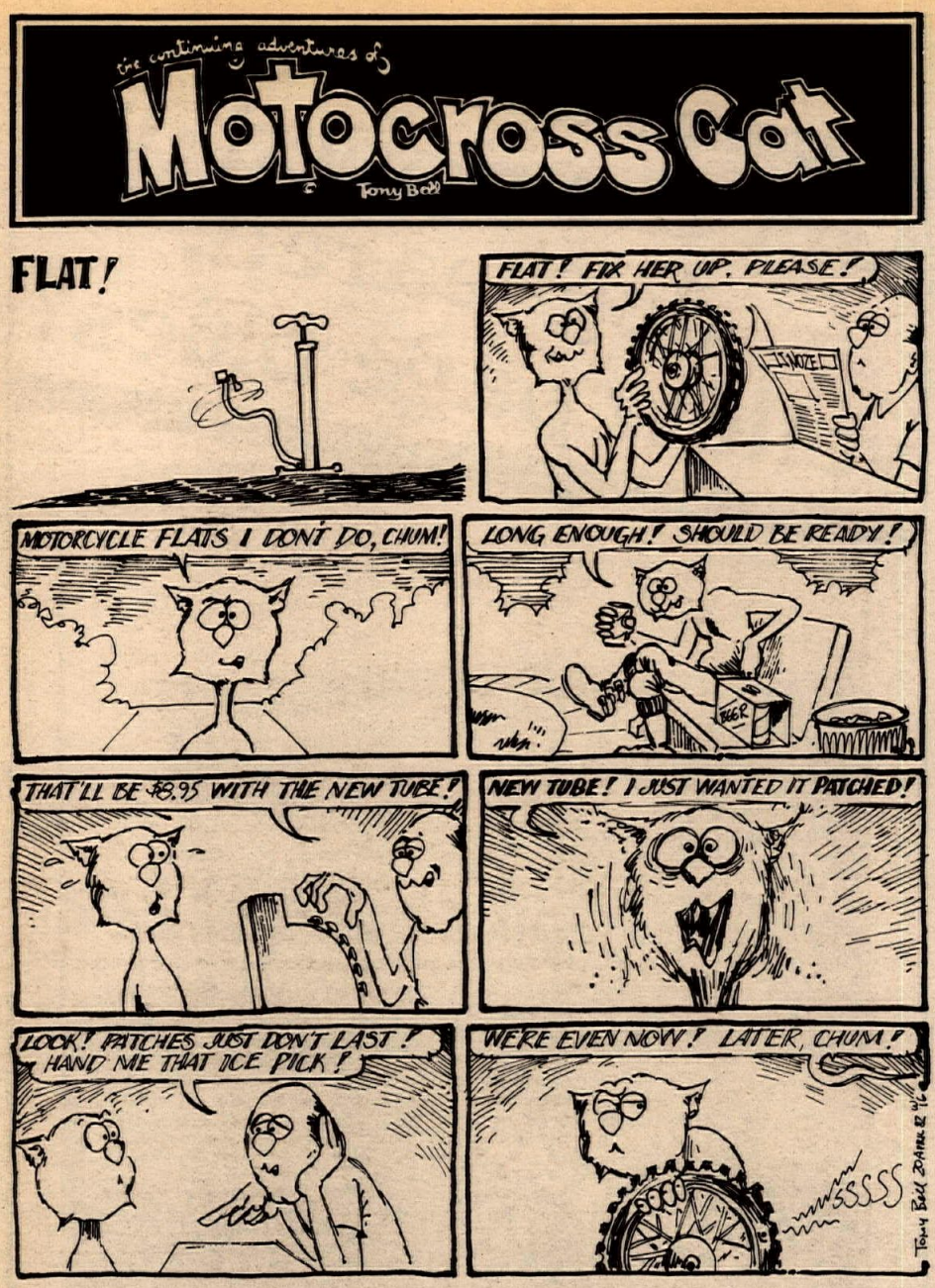

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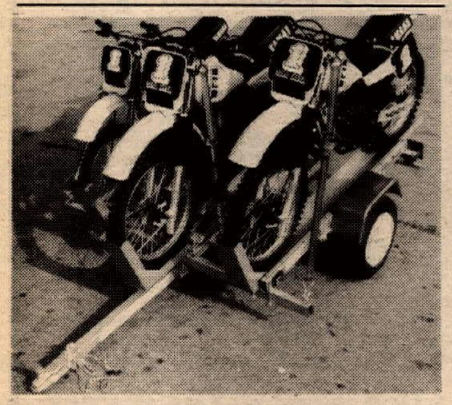

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Racing tires for 125-250cc GP bikes and middleweight superbikes. 16" and 18" KR-108s in all compounds. Plus we have hard to find KR-83s and KR-91s. 500/750cc GP and superbike tires available soon. Phone orders received by 12 noon shipped same day! Call Peter at D.E. MACHINA, LTD., (212) 499-4416, 441 11th St., Brooklyn, NY 11215. (214/TFNE)

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Auto, tilt wheel, power, air, stereo, 8' bed, 55M miles. Asking $4000. (213) 421-5369 or 688-5195. (514/TFN)

Full Discount on all Models!!

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Sunline rims, Answer silencer, Gunner Gasser, excellent condition, raced twice, $800.00. (714) 825-9001. (117/18)

TZ250 Yamahas

TZ-H ridden by M. Haller & M. Homchick. Lectrons, Bratton crank, 4/5 mags, M-Flux, $6000. TZ-F/G: Mags, M-Flux, Bratton crank. Bike raced twice; engine new. $4000. (805) 498-0500. (117/18)

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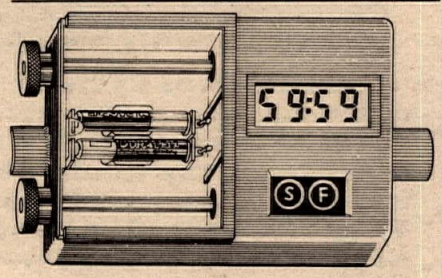
Paradigh four Japanese imitations. GUIDO VELOCE, INC., Sacramento, CA. (916) 448-1620. (115/240



THE COMBO $119.95, clock only $109.95. Shipping included. Send $4 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (201/TFNE)

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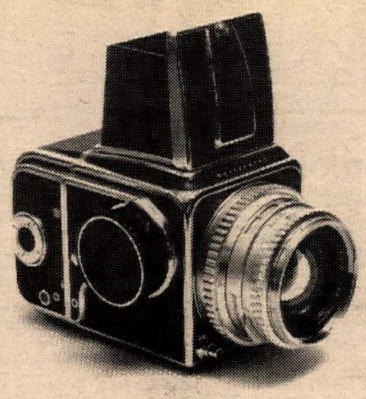

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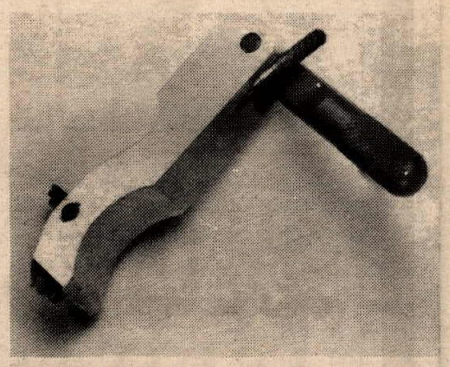

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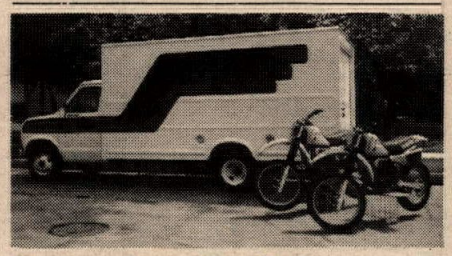

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ON THE FRONT PAGE: Rick "Too Hipp" Johnson is launching himself to new heights this year. An interview with him begins on p. 24. Photo by Mark Kariya.

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VOICES

TT memory

Scott Pearson was not the first rider to win the Boise TT as mentioned in issue. 16. Gene Thieson from Eugene, OR, won four times on a 500cc BSA. In 1963 Mert Lawill blew his BSA Spitfire in practice, Harlen Wood went home and got his BSA 500 Gold Star, and Mert changed wheels, handlebars and put number plates on. He got a couple of laps, won his heat and almost lapped the field in the main event.

CHUCK HODSON
Portland, OR

Thanks Over The Hill Gang

I would like to thank the members of the Over The Hill Gang who took the time to stop and see if I was all right after a hard fall at Arroyo Cycle Park, Sunday, April 2, at the CRC series race.

ALAN "BEEF" GERKEY, #16V
Long Beach, CA

Lost dog at Tuff-e-Nuff

We attended the Tuff-e-Nuff Enduro this weekend, arriving there about 6 p.m. Friday. We had our dog, a spayed, female German Shepherd, with us. We went to bed around 9:30 that night.

When we got up the next morning around 5 a.m., our dog was nowhere around. This was very unusual as she is six years old, was born in the desert, at an enduro, has always accompanied us to events and has never wandered away. In fact, she has always been the type of dog that "you couldn't lose if you wanted to." But she was gone.

We searched the entire camp and surrounding area. There had been a Baja bug racing around late that night before, and thinking possibly somehow she may have been hit and lying somewhere, we walked both sides of the roads. But we were unable to find her. We asked several people and no one we talked to had seen her.

She is of medium height, stock build and is dark grey in color with a beige chest area. Her name is Misty, and she weighs about 75 lbs. She was wearing a choke chain with a Kern County license tag. She has been a constant companion to my husband and me — part of the family, as pets can be.

Could you possibly put a note in your next paper about this. Possibly someone saw something of her. Even if someone did take her home with them, if they could just let us know that she is alright and well taken care of, it would be some consolation — better than not knowing anything at all. I would appreciate any help you can give us in this matter.

We can be reached at either 714/376-2128 or 714/376-2641 days and 714/376-2128 evenings, and anyone with any information could call collect. Or if someone would prefer to drop us a line they could send it to: P.O. Box 314, Wofford Heights, CA 93285.

PAT & JIM CLARK
Dirt Diggers Motorcycle Club
Wofford Heights, CA

Tecate Grand Prix, please

I'm very pleased to see there is interest in running the Tecate Grand Prix again. It was run in 1959, '60 and '61, I believe, by the San Gabriel Jack Rabbits M.C. Saturday events were sidecars, 24 miles on a six-mile loop; small-bore bikes, 60 miles on a six mile loop through the city and back country.

Sunday was for the large-bore bikes — 100 350, 500 and Open class — 100 miles on a 10-mile loop. The city loop was the same, but four miles were added to the country loop. I rode it all three years and would love to ride it again.

JAMES E. DENT
San Jose, CA

District 36 cross country riders

I would like to take a moment to thank the 84 D-36 cross country riders who came out to support our second annual S.C.R.U. Hare Scrambles at Hollister Hills, CA.

We had a great deal of rain the weeks prior to our race, and the forecast was for more of the same on race day. As it turned out the weather was just fine, but many stayed at home anyway.

Our club members worked very hard to put on a good race, and I think we did just that, judging from all the positive comments we heard at the finish line from the riders.

Special thanks to Vet Expert Gary Vanderpool and 250cc Expert David Bertram, who volunteered to donate their trophies back to the club since we had such a poor turn-out. Also, I would like to thank Ray Hinsen of the Sluice Box. After he DNF the Expert race, he offered to help our club in anyway if we needed it.

It's people like these that make it all worth the effort to put on races.

MIKE LIGHTFOOT
President, Santa Clara Riders Unlimited
Watsonville, CA

Tuff-E-Nuff too tuff

I am wondering in what frame of mind an AMA club is in when laying out and promoting a District 37 enduro for A's, B's, C's, gals, kids, etc. It seems to me that unless you lay out some kind of a macho course over the top of a group of rocky, rain-rutted, overused hills, your club isn't keeping up the big outdoor image for the average C rider.

The UEA's May 1 Tuff-Enuff was a classic example of what's to the AMA's decline in the sport. It was a 26-mile ride for the C group for a mere $16 plus $1 per team. We were warned. Please "No small bikes and young riders!" These guys and gals hold AMA and District cards too! A UEA clean-up rider told a group of DNFs that, quote, "The District referee loved the C loop and said it was a good challenging course."

Meanwhile back in Ohio, the boys are sniveling for repayment of legal fee bucks, more dues, and donations, anything for the buck. We are being told it takes time and dollars to expand our riding space out here in the wild west.

The District clubs had better realize quickly that we substandard, also-ran C riders are also paying the bills for pot metal and plastic finisher's trinkets. It cost in the neighborhood of $80 to $100 to take the family, two entries, gas, food, T-shirts, etc., etc. Times are getting tough, gang — don't finish it off.

Over on the other side of the hill thre's a business enterprise that is making money I believe. They are taking the family enduro group and proving just what it's all about for our $100. All classes enjoy challenging loops, a lot of trophies, good dez stories and a lot of smiling goes on.

In closing Indy needs the entry fees of all 33 cars and those three alternates just as badly as they do those of Johnny Rutherford and A.J. Foyt.

Thank you for the space.

FRANK M. DANIELSEN
Rancho Palos Verdes, CA

As a C rider timidly peeking over the top of an ooohh-mmmyyy downhill once or twice before, I can sympathize. But in the fairness to the UEA, they never diguised their intent with the Tuff-E-Nuff, as evident in its name. And they did follow it up a day later with the Silver Dollar family enduro...Editor.

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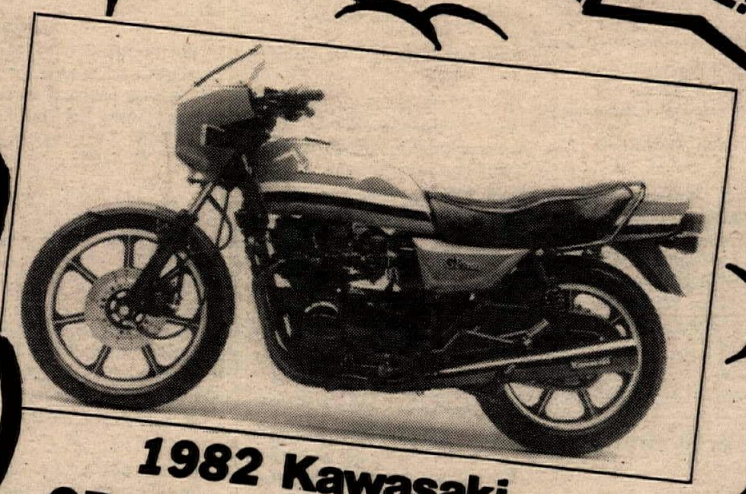

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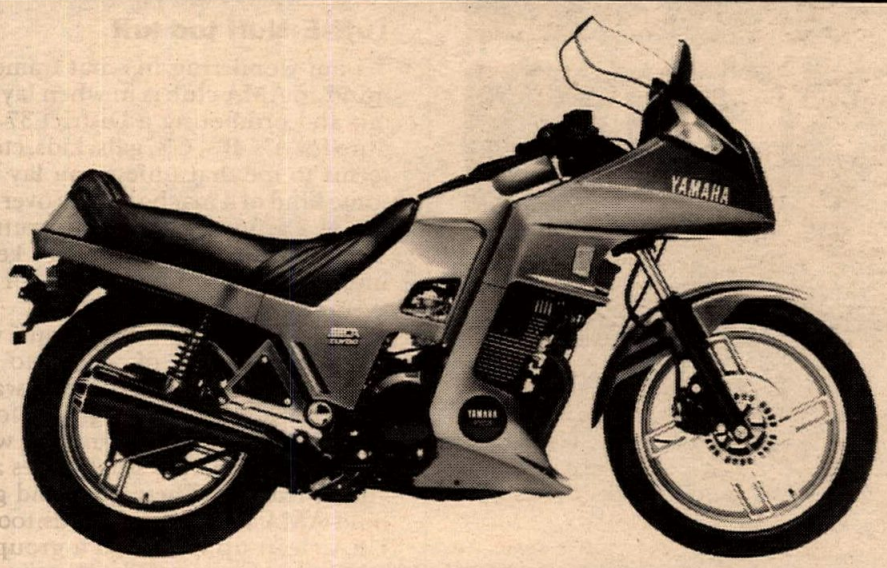

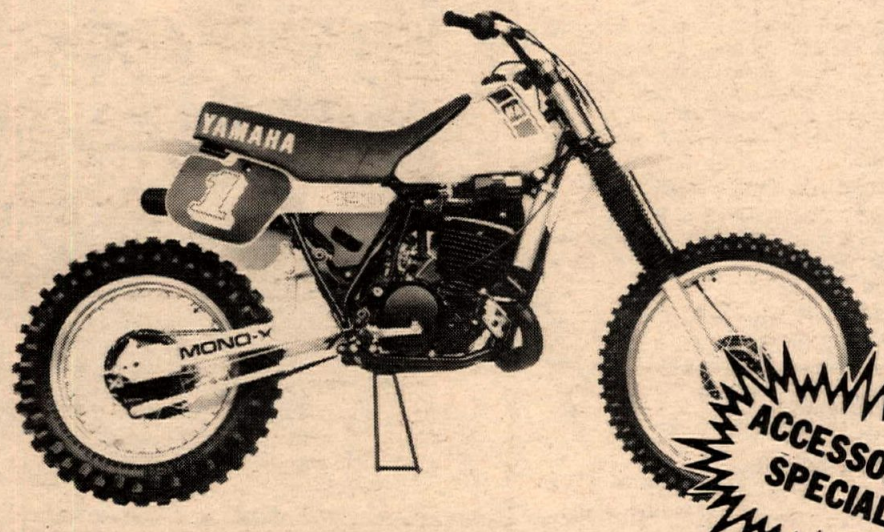

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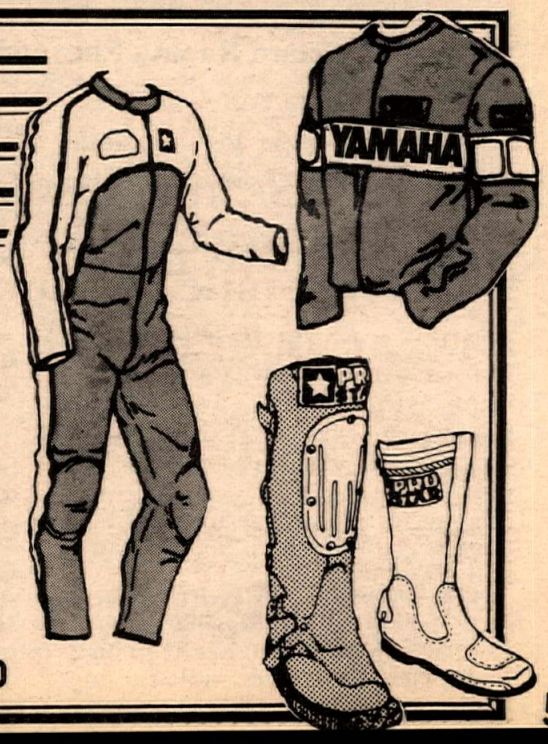

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Scott Parker was one happy fellow after collecting his first National half mile win at Ascot. He's now fifth in points

AMA Grand National Championship/Winston Pro Series: Round seven

Parker wire to wire in front of the Ascot express

By Karel Kramer
Photos by Wizard Racing Photography

GARDENA, CA, MAY 8

"We are back!" were the first words of an exuberant Scott Parker in the winner's circle at the J.C. Agajanian-promoted Ascot National half mile. It's doubtful that the competition thought that Harley-Davidson factory team was gone, since they have taken half of the National dirt track events this year. However, new team member Parker has been wanting this ride for a long time and nothing but the championship for the team will please him.

Texan Terry Poovey kept the spurs to his pearl-painted Shoei/Castrol/Conley's H-D XR750, never giving up a place. He turned a holeshot in the second heat into a win and never surrendered his second place start in the National.

Ricky Graham remained in the "Mister Consistency" slot with his fifth Tex Peel-Harley-motivated trip to the winner's circle in as many starts. Before the race Graham said, "The track is totally different from what Ascot usually is; we're going to see a different kind of racing tonight." He probably didn't know how prophetic his statement would prove. Track condition, especially a decision to water the track before the final, had much to do with the outcome of the race.

Gary Scott, who finished fourth in the National on a bike he put together that afternoon, was the first to discover that the watering changed things somewhat. He said, "I got a good start and I thought that I'd be able to work the lower lines but I got really sideways and two or three guys got by me." The water on the surface narrowed the groove and moved it into Parker territory, way outside.

For the first time in recent memory, the track had a blue groove. Another first, at least for Ascot, was that three National half mile winners and three former or present National number one plate holders were in the first semi. Jay Springsteen (making a *rare* semi appearance), Steve Eklund and Mike Kidd all wanted out of the semi and into the National, but only Springer got it. Kidd, not because he wasn't riding hard, did not make the cut in the Last Chance qualifier either. With his demise the field was all Harley-Davidson-mounted. An odd coincidence was the finishing order of the heat winners and the top four — they turned out to be carbon copies. Parker took the first heat and the win, Poovey the second and on down the line.

The crowd of approximately 9,000 saw a Rookie in the National field for the first time this year since Steve Wise at Houston. Rod Sullivan earned National points with a 13th place finish.

Time Trials

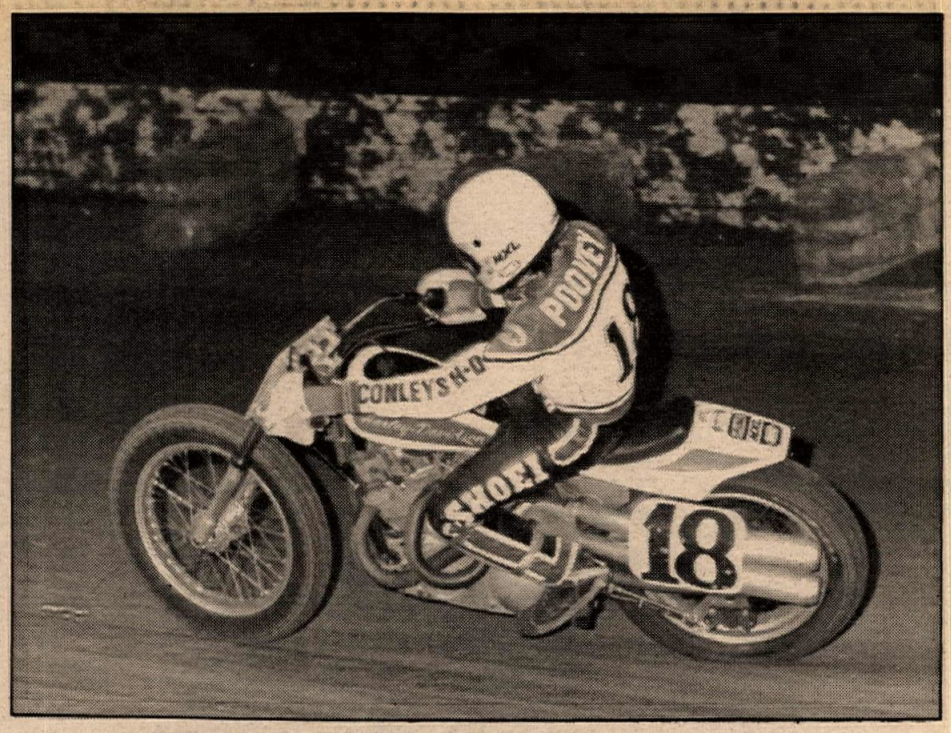
Lone Star surprise Bubba Shobert qualified fastest on an XR750 borrowed from Kawasaki road racer Wayne Rainey. Shobert turned the quick circuit tour in 22.45 seconds. Fellow Texan Terry Poovey put his bike in second fastest at 22.600. Third and fourth fastest riders were Ascot veterans Alex Jorgensen (22.775) and Gary Scott (22.843).

All the Harley factory riders were in the top 10; Springer at fifth fastest, Parker ninth and Goss 10th. Scott Pearson was the only non-Harley in the top 10. He qualified the factory Honda at 22.92, eighth fastest. Graham and post entry John Wincewicz filled the remaining spots in the fast 10.

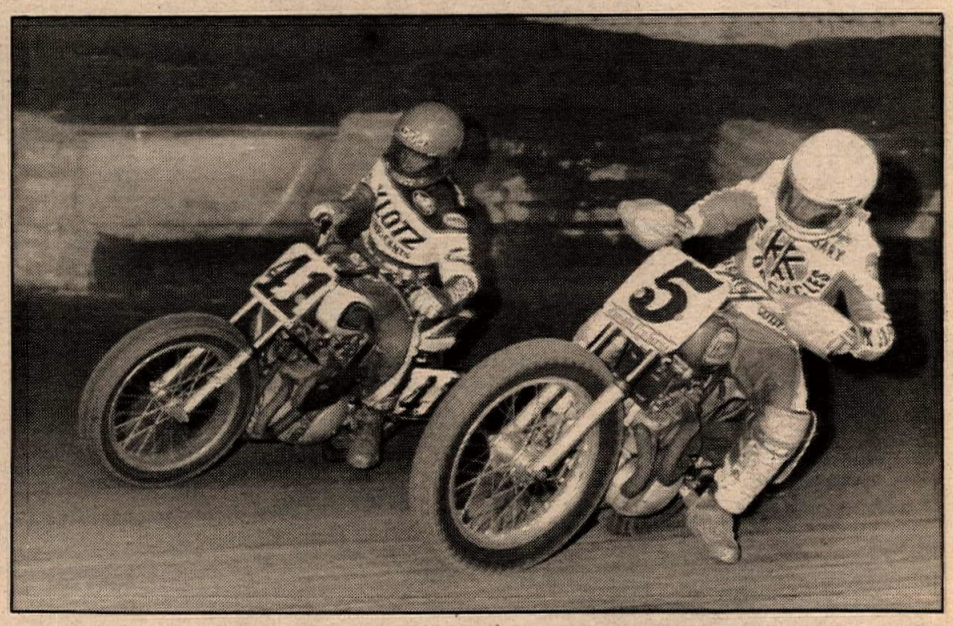
Heats

Ted Boody came off the line in the first heat like his flame leathers were really on fire. His lead lasted till midway through the south turn. Scott Parker swept past on the outside, in what cushion there was, and grabbed the lead. Parker's momentum carried him to a large first lap lead followed by Boody, Shobert, Springsteen and Eklund. They then broke up into two groups. Boody began working the inside lines while Parker plied his usual fence spraying outside lines. Boody started looking like he might pull it off, making up a lot of ground coming into turns 3-4, but Parker's drive off the turn proved insurmountable in the time allotted. Springsteen, Shobert and Eklund stayed in touch till mid-way when Eklund dropped off the pace in fifth. Springsteen tried some moves on Shobert but none of his alternate lines were sufficiently swift to salvage a transfer and he went to the semi for the first time in recent history.

Pre-race favorites Randy Goss and Steve Morehead faced off in the second heat, but neither would see great success. Morehead grabbed the first start but the race was red flagged when Dave Rhyan fell in turn two. On the restart, Terry Poovey said follow the leader and did nothing but slowly stretch his lead until the finish. Morehead got going in second but DNF, saying later that his engine went with loud, expensive noises. Morehead's



(Left) Winner Parker and points leader Ricky Graham celebrate. (Above) Terry Poovey ran all the way in second place. (Below) Graham (41) dices with Gary Scott. (Bottom) Bubba Shobert took fifth.



demise moved John Wincewicz and Goss into transfer spots which they refused to donate to any others.

Alex Jorgensen on the Pioneer Trucking/Hi-Point/Megacycle Harley and Ricky Graham on the Tex Peel/Klotz/Wiseco/Shoei/Sam's Mobil Harley replayed their TT battle from several weeks before with a new twist — Graham took this one. He worked past Tim Mertens' Belleville Honda/Maxie Shoes/KRW Harley and Rookie Rod Sullivan to find a lot of space between himself and Jorgy. He made his move in the last turn of the next to last lap. Jorgensen caught up to Graham on the last lap and swept inside on the last turn, but Graham slammed the door and that was it. Mertens followed Graham around Sullivan in the late laps for the final transfer spot.

Gary Scott's KK Supply/Sisemore/Bell XR750 led the fourth heat pack into the second lap and stretched out to about 300 feet at the flag. One of the closest battles of the night was settled in favor of Steve Hall's Kal-Gard/Full House Harley. At times he, Mike Inderbitzen and Brad Hurst were side by side through corners and down the following straights. Hurst went inside on the last turn, grabbed the last transfer and wheelied the entire straightaway length to show his pleasure.

Semis

Semi one looked like a mini-National with Mike Kidd, Springsteen and Eklund in starring roles. Kidd jumped the start and went back to the third row, a bad omen since his Honda was clearly not making enough steam on the straights. Springer took the lead on the first lap and smoked off into the distance temporarily. Kidd chopped through the pack and into second early in the race and, with Eklund as a shadow, started reeling in Springer. Kidd was riding the wheels off his factory Honda into turn three and picking up a lot of ground but lost most of it coming out. He kept chipping away until the three champs were far too close for comfort. Springer went wide in four and Kidd made his move, but didn't have the ponies and Springer went to the National.

Mike Mockbee/H-D West/Samson-sponsored Rod Sullivan and Mike Inderbitzen renewed their heat battle in semi two with Sullivan taking the transfer.

Junior Invitational

Pete Hames qualified fourth fastest, but didn't let it psyche him out. From holeshot to finish, Hames led. Barry Pelkey seemed to have more ponies in his Can-Am than Hames' restricted Harley and moved through the pack and onto Hames' rear fender. Hames said, "I saw his wheel a couple of times so I just backed it off a little going into the corners and made sure there were no openings." Scott Podergois carved his way into third, mirroring his San Jose finish, but Don Howard, second at the mile could only manage fourth this time out.

Last Chance

Inderbitzen, Eklund and Scott Pearson came out off turn four close enough to do a song and dance routine. Unfortunately for Pearson, his factory Honda was off-song and he faded to sixth, one spot behind Inderbitzen. Zanotti/Castrol/Arai/Esprit/Knight-backed Eklund preferred the solo and left the choir. His win gave him the last transfer. Kidd gave it another good try but second was the best he could muster.

National

A lot of riders were caught by surprise by the newly watered track which made the outside cushion the hot line. Terry Poovey had the reflexes off the line, but Parker went high and came out of the pack into the lead. While the pack looked for lines, Parker was gone with Poovey, Gary Scott, Ricky Graham and Ted Boody following. Parker kept whittling out a bit more lead each lap, but changes were in order and Graham began serious work on Scott on the fifth lap. On lap six he found his line in turns 3-4 and went into third. Bubba Shobert took over fifth after Boody's engine went south early.

Graham had used the outside on Scott, but he began to charge into turn three hard and square it off on the cushion and drive out of four low on the groove. He kept at it till he had pushed himself and Poovey right up behind Parker.

Springsteen and Goss had been boxed in at the start and were finding passing rough but Springer started his drive on lap nine. He made his way through the pack at the rate of one rider a lap until coming up on Alex Jorgensen. Goss was right behind and when Springer got a touch out of shape in turn one and went up near the haybales, Goss went by to cement the mid-pack positions: Shobert fifth, Jorgensen sixth with Goss, Springsteen, Eklund and Hurst rounding out the top 10. Scott fell off the pace of the front runners, saying later, "It's really a good thing I held off a little bit, because when I came in the engine was running way over 200 degrees, that's about 40 degrees over normal. The engine's about to expire and I go home with some points and money and have time to shake the engine down a little better."

Parker's outside line off of the final turn wasn't working as well in the later laps and Poovey and Graham were dangerously close. Poovey and Graham were using identical lines out of four and inching up inside Parker, but he had those precious extra miles per hour exiting and he held on. Parker took his fourth National win, Poovey took second and Graham third.

Everyone loves a man who's glad he won and Parker left no doubt that he was pumped! After coming off his parade lap carrying the checkered he stood on the pegs and punched the air with both hands. "That's my fourth National and we're going to win more by the end of the year. I think this win is going to help us 100%, we're going to be tough!" said an obviously-team-spirited Parker.

Poovey was quieter about his second, "I've been doin' my homework. I needed a different front tire, but other than that everything worked all right."

"I had my fishing pole out, I was reeling them in," said Graham, happy

about extending his points lead and another time in the winner's circle, "I had a little trouble getting around Gary and they were gettin' it on and I was gettin' it on — I just needed four or five more laps." •

Results

NATIONAL: 1. Scott Parker (H-D); 2. Terry Poovey (H-D); 3. Ricky Graham (H-D); 4. Gary Scott (H-D); 5. Bubba Shobert (H-D); 6. Alex Jorgensen (H-D); 7. Randy Goss (H-D); 8. Jay Springsteen (H-D); 9. Steve Eklund (H-D); 10. Brad Hurst (H-D); 11. Steve Hall (H-D); 12. Tim Mertens (H-D); 13. Rod Sullivan (H-D); 14. John Wincewicz (H-D); 15. Ted Boody (H-D).

TIME: 7:47.10.

LONG BEACH HONDA JR. INVITATIONAL: 1. Pete Hames (H-D); 2. Barry Pelkey (C-A); 3. Scott Podergois (H-D); 4. Don Howard (H-D); 5. Danny Moore (Hon); 6. Bud Carroll (H-D); 7. Steve Karsten (H-D); 8. David Boyles (H-D); 9. Rob Ely (H-D); 10. David Rosa (H-D).

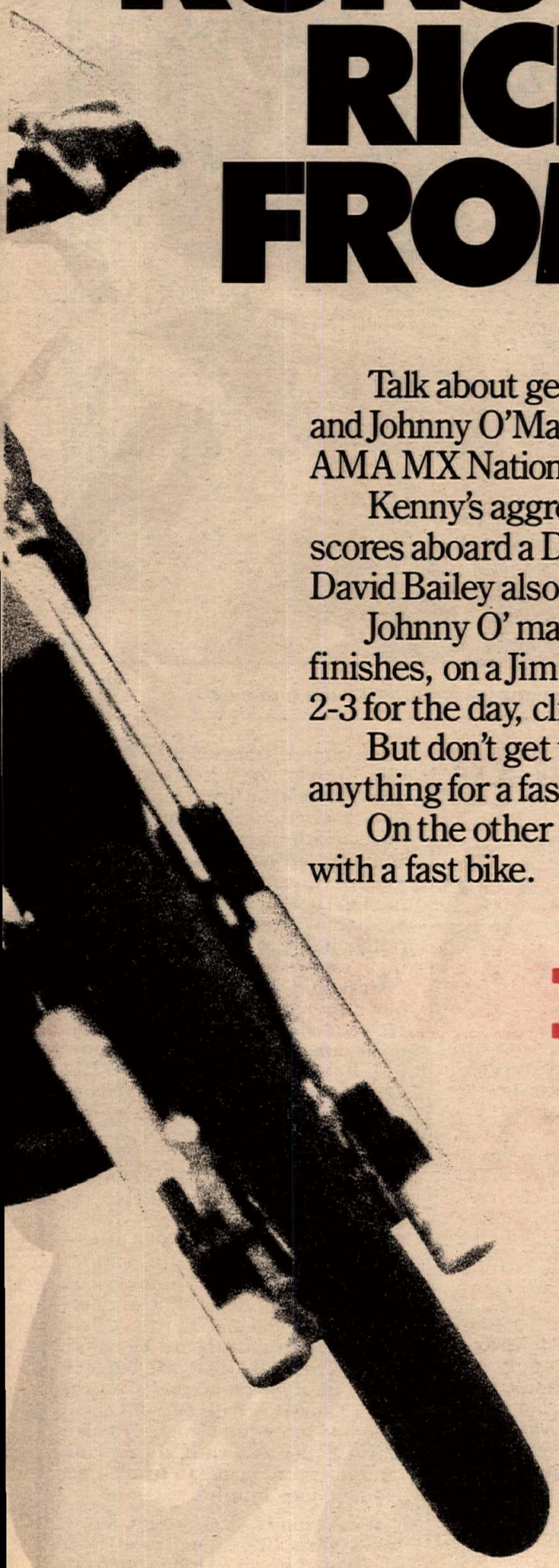
AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Ricky Graham (81); 2. Alex Jorgensen (60); 3. Jay Springsteen (58); 4. Terry Poovey (50); 5. Scott Parker (49); 6. Randy Goss (44); 7. Steve Eklund (43); 8. Steve Morehead (40); 9. (TIE) Mike Kidd/Gary Scott (33); 11. Bubba Shobert (29); 12. (TIE) Steve Wise/Mickey Fay (21); 14. Freddie Spencer (16); 15. (TIE) Ronnie Jones/Jim Filice/Ted Boody (15); 18. Roberto Pietri (13); 19. Garth Brow (12); 20. (TIE) Mike Baldwin/Rod Spencer/Wayne Rainey (11).

Kenny Keylon
First Place 250 cc Class

Johnny O'Mara
First Place 125 cc Class

Johnny O'Mara and Kenny Keylon win 125/250 AMA Nationals in St. Petersburg, Florida.

TEAM HONDA RUNS AWAY WITH RICH COUPLE FROM FLORIDA.



Talk about get-rich-quick schemes. Team Honda's Kenny Keylon and Johnny O'Mara came up with a couple of doozies last week in the AMA MX Nationals at St. Petersburg, Florida.

Kenny's aggressive riding paid off big when he turned in 1-1 moto scores aboard a Dave Carter-tuned Pro-Link™ RC250. Teammate David Bailey also cashed in with 2-2 motos.

Johnny O' made off with most of the 125 cc purse, also with 1-1 finishes, on a Jim Felt-prepared works Honda. And Jim Gibson went 2-3 for the day, clinching third overall.

But don't get the wrong idea. These guys are too nice to do just anything for a fast buck.

On the other hand, you can see they'll do just about anything with a fast bike.

HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.

Winner Mark Barnett looks for a way past third place finisher Donnie Hansen, who retained his series points lead. Barnett trails him by 27.

AMA/Wrangler Supercross Series: Round 10

Barnett cops close Kansas City win

By Tom Mueller
Photos by Mike Lovin and Mueller

KANSAS CITY, MO, MAY 8

Suzuki's Mark Barnett returned to top form on a revised RH works bike and won the Miller High Life Supercross at Arrowhead Stadium on a hard packed and demanding track. Barnett went to war with Honda's Donnie Hansen throughout the first part of the race, and made an aggressive pass to lead near the halfway mark. During the closing laps, Honda's Johnny O'Mara went into overdrive and moved from third to second, falling only a few yards short of Barnett at the finish.

Hansen, the current points leader in the series, retained third, with the 4-5 slots falling to Suzuki factory pilots Kent Howerton and Warren Reid. Howerton was up front all the way and Reid showed his stuff by charging from the back to his eventual finish.

Barnett's win brought him within 27 points of Hansen in the standings, still an almost insurmountable gap to close with only two rounds remaining.

Barnett performed his tricks on what was called "The Theory Bike" by his mechanic, Jeff Clark. "It's basically a whole new bike," said Clark. "It has new geometry, suspension, and motor work. I've been burning the midnight oil working with my theories on this one. We've incorporated some pretty serious updates."

Arrowhead Stadium offered its usual high-intensity course, similar to past years with the exception of the finish line, which was located in the center of the field this time. The track is known for its rock-hard surface and the two sections of off-rhythm whoops in the infield, which claim more than their share of riders each year.

The event, this year in its third running, was promoted by the Arrowhead Stadium personnel. A tight and efficient program was the result, with few complaints heard, but both rider and spectator attendance was down. Sixty-one riders were entered, negating the need for an alternate race. An estimated 15,000 persons attended the event, which ran under optimum weather conditions in the open-air stadium.

Preliminaries

Honda supported Ron Turner, who made himself known with his WFO runs through the infield whoops in practice, took the first qualifier holeshot. Howerton and Hansen shadowed him through the first few turns, and then Howerton used one of the rough sections to pass and lead. Within a lap Hansen and Honda's Darrell Shultz moved into the 2-3 slots; Shultz riding the ragged edge between keeping it on two wheels or bailing off.

Near mid-race Hansen made his move, but hit Howerton and fell. Howerton ran off to hide, looking good and his once injured wrist now in full working order. It looked like Kent had it in the bag, but he slid out in the last turn and had to follow Shultz and then Hansen across the finish line. Yamaha's Rick Johnson pushed from an early fifth to fourth, the last position to transfer to the final from each qualifier.

Barnett was hot, which he proved in qualifier two with his start-to-finish run out front. Within one lap he was all alone with teammate George Holland and Yamaha's Broc Glover playing catch-up. Yamaha's Scott Burnworth was fourth but took a trip through the haybales. At the finish, Barnett had six seconds on Glover, who had moved to second. Honda's David Bailey also worked past Holland for third, using an inside line. Holland took fourth.

It was Honda's Jim Gibson, Kawasaki's Goat Breker and local rider Tim Vaughan on a Honda out front in qualifier three. Reid was on the move and used the whoops to take

(Top) John O'Mara (9), Clint Hardick (64), Kenny Keylon (41) and Jeff Ward (11) get the jump on the fourth qualifier. (Above left) Goat Breker (15), Jim Gibson (8) and Warren Reid (16) negotiate deep whoops. (Above right) Kent Howerton leads Broc Glover, Gibson and Breker.

third, then out-motored Breker down the front straight for second. The next lap Reid used the same straight to take the lead from Gibson. On the last lap Reid lost concentration for a split second and dropped his bike in a set of jumps. Gibson styled across the line for the win, followed by Reid, Breker and Suzuki's Alan King.

O'Mara, Honda's Kenny Keylon and Kawasaki's Jeff Ward jockeyed for the lead in qualifier four, but Ward got out of shape and dumped it over a jump. O'Mara controlled the race for an easy win, with Suzuki support rider Clint Hardick second after putting in a spirited ride. Keylon ran third, but the real show was Ward, who came from last and blasted through the field for an eventual fourth, 10 feet behind Keylon at the finish.

Honda supported Steve Martin holeshot semi one, but a pile-up in turn one took him out. Burnworth inherited the lead with Keystone's Tom Carson a tight second. Near the end of the race Carson made a hard rear wheel landing off a jump and threw his Maico's chain. WRW Racing's Darren Rhoten held off Turner for second and a transfer to the main, and was the only true privateer of the evening to make the main event.

In semi two, Honda supported Jo Jo Keller held teammate Jimmy Ellis at bay the entire race, the pair going 1-2 for transfers to the final.

Turner blasted off the line in the consolation race and pulled a quick 11-second lead. Martin came through the field for second, but the race belonged to Turner, as did the 21st and final transfer to the main.

Final

"We've seen enough red, white and blue for a while. How about a little yellow tonight?" said Barnett as he readied himself for the final. Barnett was happy with his new bike's performance and seemed to have a recharged attitude at Kansas City.

Hansen, Turner, Hardick and Barnett came off the line and steered clear of traffic to form the lead group. Within a lap Barnett was on top of Turner and shot by on the inside, but then fell negotiating a jump. He lost just a few seconds as he grabbed the clutch lever with lightning reflexes, keeping the bike running and getting it upright in time to save second. Hansen had put some ground on Barnett, but in one more lap Barnett closed the gap using his usual precise moves.

Glover and O'Mara were a tight 3-4 followed by Hardick. Next came a train consisting of Howerton, Bailey, Shultz and Burnworth.

Keylon came around barely coasting, grimacing in pain and laying over the handlebars. He had twisted his knee saving a slide-out and pulled off the track in the mechanics' area.

Barnett made move after move on Hansen, but Donnie shut the door each time. The pair showed what sportsmanlike racing is all about, putting on a show of talent but keeping the moves clean while doing so. Glover and O'Mara closed the gap, and by lap 15 the front four were running in a 20-yard stretch, creating one of the best Supercross races this season.

A few laps later Barnett made his pass. He pushed Hansen hard to the inside as the pair dropped off into a left-hand turn, and Hansen let Barnett by before he was forced off the track. The crowd roared as Barnett took the same position he had held in last year's final at Kansas City—out front.

About the time Barnett made his pass, O'Mara lit the burners and moved up on Hansen after Glover fell back a few places. O'Mara looked to be the fastest rider on the course as he passed Hansen with a seemingly effortless move, then jammed his way to within a few yards of Barnett at the finish. By that time it was too late; Barnett took the checkered flag and popped a victory fist into the air off the last jump. O'Mara had ground on Hansen, and from there was a gap to Howerton and Reid, who overcame a first lap mishap. Bailey stayed ahead of Glover for sixth, and Burnworth, Johnson and Shultz rounded out the top 10.

"There was nowhere to pass, and I had to be aggressive," said Barnett. "Donnie kept moving over on me so I said, 'This is it, here I come!' We're not bummed out (concerning the points situation). We're in second, the Suzuki's running great, and if we don't get the title again this year, we'll do it next year."

"I just went as fast as I could," said O'Mara. "I know Honda isn't mad at me for passing Donnie, because Donnie still has a good points lead. I got a pretty bad start and had to gas it."

Hansen was late getting to winner's circle, as he had to take time to get his left wrist taped. "I just couldn't hang on," said Hansen. "My wrist was really sore after I banged it in practice. It's swollen and throbbing, but I'll be OK. Mark was trying everything, and I was trying to be conservative." ●

Results

FINAL: 1. Mark Barnett (Suz); 2. Johnny O'Mara (Hon); 3. Donnie Hansen (Hon); 4. Kent Howerton (Suz); 5. Warren Reid (Suz); 6. David Bailey (Hon); 7. Broc Glover (Yam); 8. Scott Burnworth (Yam); 9. Rick Johnson (Yam); 10. Darrell Shultz (Hon); 11. Goat Breker (Kaw); 12. Jim Gibson (Hon); 13. Jeff Ward (Kaw); 14. George Holland (Suz); 15. Alan King (Suz); 16. Jim Ellis (Hon); 17. Ron Turner (Hon); 18. Darren Rhoten (Yam); 19. Jo Jo Keller (Hon); 20. Clint Hardick (Suz); 21. Kenny Keylon (Hon).

AMA/WRANGLER SUPERCROSS SERIES POINT STANDINGS: 1. Donnie Hansen (239); 2. Mark Barnett (212); 3. Johnny O'Mara (175); 4. Jim Gibson (163); 5. Darrell Shultz (157); 6. (TIE) Broc Glover/Bob Hannah (137); 8. Warren Reid (126); 9. Jeff Ward (110); 10. Rick Johnson (84); 11. Scott Burnworth (83); 12. David Bailey (80); 13. Goat Breker (79); 14. Kent Howerton (74); 15. (TIE) Tom Benolkin/Steve Martin (66); 17. Jimmy Ellis (53); 18. (TIE) Kenny Keylon/Chuck Sun (51); 20. Mike Bell (38).

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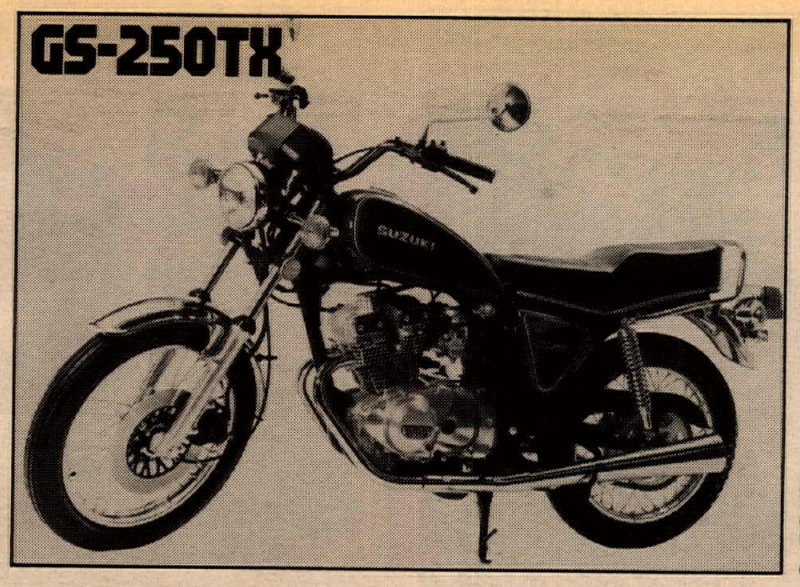

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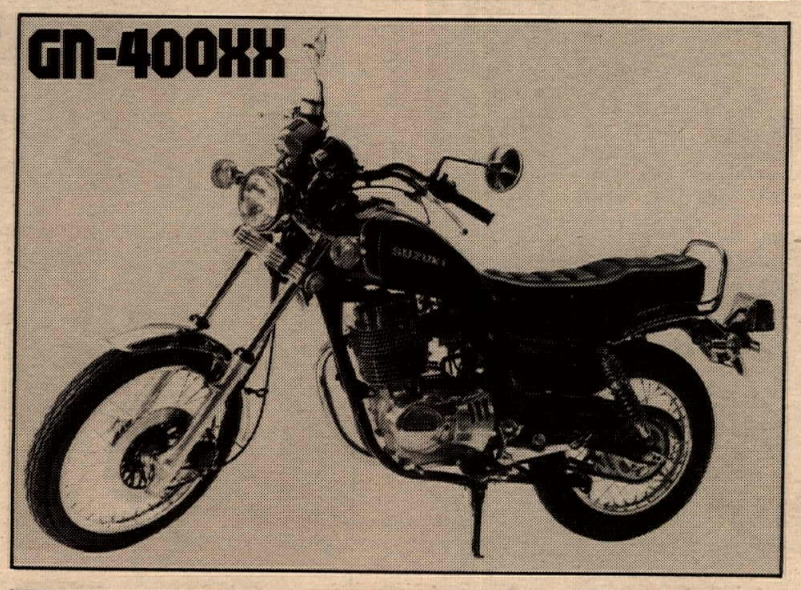

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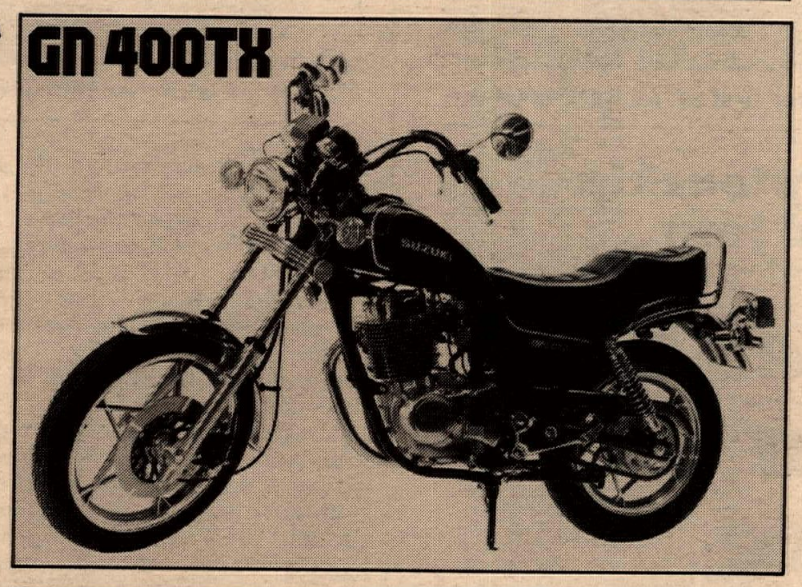

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THE SUZUKI DEAL OF THE YEAR SALE.

Mike Melton got the nod in a three-way tie for first at the Rattlesnake.

Mark Hyde launched himself to a tie for second overall with Jack Penton.

AMA National Championship Enduro Series: Round four

Melton edges Hyde and Penton at Rattlesnake National timekeeper

By Jim Bowman

CRESCENT CITY, CA, MAY 2

Team Husqvarna rider Mike Melton took the nod in a three-way tie for first overall at the Rattlesnake National Enduro. This AMA District 36 event, hosted by the Redwood Scramblers Motorcycle Club, proved to be an excellent enduro for the novice rider, but ended up testing only the timekeeping skills of the 10 AA riders that came to compete for National Enduro Championship points.

Melton, his teammate Mark Hyde and Team Kawasaki pilot Jack Penton each lost one emergency point (one second) during the day's five-hour ride. Melton was declared the overall winner because he received the best score at the second tiebreaker check. The tie for second place could not be broken as Hyde and Penton each received their only emergency point at the same check.

Tie scores were not unusual today. Emergency points were used to rank the top seven riders, as all of them had scores of zero. As with first overall, KTM/Hi-Point-sponsored Jeff Henning matched scores with Yamaha-mounted Wayne Smith but earned the lower score at the second tiebreaker to win the 250cc A class. Kawasaki support rider Steve Church beat Yamaha of Petaluma rider Matt Cullins by 10 seconds to take the 200cc A class trophy, and in the 250cc B class, Mike Rosser gained first place over Jim and Jim's Yamaha-sponsored Jim Bowman by seven seconds.

Despite the relatively easy course, the cause for so many tie scores, a few riders did manage to earn their trophies with some room to spare over second place. Honda support rider Jeff Irwin lost only eight emergency points to win the A overall and Open A clases. Irwin's score also earned him fourth overall and was the leading score of the top A team consisting of Irwin, Dave Bertram and Jerry Kramer.

B rider Kirk Ratzel needed only one more trophy to advance to the A class, and he did so in style here. Ratzel's score of two points not only won the 200cc B class, but the B overall as well. Kirk was also captain of the winning B team, earning the honors with Tom Moody and Jim Bowman. Since winning the B overall at a National enduro automatically advances a rider to the A class, Ratzel's win is about as solid as can be.

Although the course was well marked and scenic, none of the A and AA riders really wanted to comment about today's event. Jack Penton summed up the overwhelming opinion: "[The course layout] was not tough enough for a National enduro; better check placement could have caught more riders late."

The Redwood Scramblers knew the course would be easy, but couldn't do much to change the circumstances. It seems that they were victims of those two big storms that hit northern California this year. These storms have already altered one District 36 grand prix, postponed another enduro and may cause the cancellation of another. The course the Redwood Scramblers used was an alternate course; the original is still under five feet of snow.

Despite the ease of the course, spectators did manage to extract a little sadistic pleasure from today's riders. The biggest delight was the last downhill which was steep enough to dismount a number of riders. Without a doubt, though, the most exciting crash today was that of Team Husky. Mike Melton and Terry Cunningham were dicing hard in the final stretch that ran through the campground; they were riding so close to each other that they collided right there in front of all the campers. •

Results

OVERALL: 1. Mike Melton (Hus); 2. (TIE) Mark Hyde (Hus)/Jack Penton (Kaw); 4. Terry Cunningham (Hus); 5. Jeff Irwin (Hon); 6. Drew Smith (Kaw); 7. Jeff Hennign (KTM); 8. Wayne Smith (Yam); 9. John Martin (C-A); 10. Dave Bertram (Hus); 11. Fritz Kadlec (Kaw); 12. Steve Church (Kaw); 13. Jeff Fredette (Suz); 14. Matt Cullins (Yam); 15. John Herne (KTM); 16. Lyle Duronso (Yam); 17. Don Matheson (Hus); 18. Iver Rudy (Kaw); 19. Brian Beatie (Hon); 20. John Fero (Suz).

AA: 1. Mike Melton (Hus); 2. (TIE) Jack Penton (Kaw)/Mark Hyde (Hus); 4. Terry Cunningham (Hus).

200 A: 1. Steve Church (Kaw); 2. Matt Cullins (Yam).

250 A: 1. Jeff Henning (KTM); 2. Wayne Smith (Yam); 3. John Hearne (KTM).

OPEN A: 1. Jeff Irwin (Hon); 2. Dave Bertram (Hus); 3. Lyle Duronso (Yam).

200 B: 1. Kirk Ratzel (Suz); 2. Sam Kelly (Hon).

250 B: 1. Mike Rosser (Yam); 2. Jim Bowman (Yam).

OPEN B: 1. Mark Lacey (Hon); 2. Wes Wenger (Yam); 3. Tom Cargile (Hus).

200 C: 1. Butch Campbell (Hon); 2. Geroge Fertig (Hon).

250 C: 1. Terry Rush (Hon); 2. James Watson (Kaw).

OPEN C: 1. Gary Bias (Suz); 2. Gary Biggens (Suz); 3. Lorimer Bertolini (Hon); 4. Rick Bertolini (Hon).

OT A: 1. Terry Rust (Suz); 2. Jerry Kramer (Hus); 3. Charlie Morgan (KTM).

OT B: 1. Robert Kelly (Hus).

OT C: 1. Ken Weaver (Hon); 2. Bob Sholes (Hus).

AA TEAM: 1. Team Husqvarna; Mike Melton (Hus), Mark Hyde (Hus), Terry Cunningham (Hus).

A TEAM: Jeff Irwin (Hon); Dave Bertram (Hus); Jerry Kramer (Hus).

B TEAM: Kirk Ratzel (Suz); Jim Bowman (Yam); Tom Moody (Hus).

C TEAM: Lorimer Bertolini (Hon); Richard Bertolini (Hon); Steve Brown.

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JUNE 12 & 13, 1982

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HARBOR WOODS PIRATE MC
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BLANCHESTER, OH
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ROLLING HILLS CYCLE PARK
REIDSVILLE, NC
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(813) 822-8929

FREEDOM HILLS
STANTON, MI
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LINCOLN TRAIL MOTOSPORT
CASEY, IL
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BERM BENDERS RACEWAY
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(612) 753-3147

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THURSTON-GRACE HARBOR ORV PARK
McCLEARY, WA
(206) 426-8090

SPINNERS AIRPORT RACEWAY
PORTERVILLE, CA
(209) 784-5113 & 784-8335

JUNE 26, 1982

SADDLEBACK PARK
ORANGE, CA
(714) 495-4771

YOUTH/WOMEN/SR. MEN QUALIFIERS

JUNE 13, 1982

SUNRISE VALLEY CYCLE PARK
ADELANTO, CA
(714) 245-7339

JUNE 19 & 20, 1982

AQUASCO RACEWAY
AQUASCO, MD
(301) 354-2525

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(412) 796-1667

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ST. LOUIS INTERNATIONAL MOTOCROSS
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WENDY OAKS
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(319) 437-4201

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DESIRED QUALIFIER _____

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- ☐ 250cc B
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- ☐ 85cc A Stock 12-15
- ☐ 85cc B Mod. 12-15
- ☐ 85cc B Stock 12-15
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